MONTGOMERY METROPOLITAN
PLANNING ORGANIZATION

Final Safety Action Plan

July 2025

NEEL-SCHAFFER

SAFETY ACTION PLAN

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Montgomery MPO Leadership Commitment

MONTGOMERY METROPOLITAN PLANNING ORGANIZATION

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May 5, 2025

Leadership Commitment

The Montgomery Metropolitan Planning Organization (MPO) believes that safe, accessible, and reliable transportation is a top priority. The MPO's vision is to reduce the number of severe crashes within the Montgomery, Elmore, and Autauga County Regional Area by 50% by the year 2030 and eliminate all fatalities and serious injuries by 2050. We believe in building a transportation system that accommodates all users, including motorists, cyclists, pedestrians, wheelchair riders, and public transit users. We continue to work to provide quality transportation infrastructure for all residents in the Montgomery MPO regional area. We are committed to achieving a safer and more efficient transportation system using data and best practices, both in infrastructure design and traffic enforcement.

As the MPO Chairman, I can confidently say that the Montgomery MPO, its Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC) are deeply concerned about transportation safety within the Region. From 2017-2023, the MPO Planning Area experienced 82,968 reported crashes on the roadway network which included 307 fatal crashes and 1,193 crashes resulting in serious injuries. Of these fatal crashes, 62 involved pedestrians and 10 involved bicycles. Of the serious injury crashes, 98 crashes involved pedestrians, and 16 crashes involved bicycles. These tragedies not only affect the families and friends of the victims, but they also have profound impacts throughout our community.

Fatal and serious injury crashes are preventable, and the Montgomery MPO is committed to improving transportation safety within the Region for both residents and visitors. The Safety Action Plan is an important first step toward ending these avoidable deaths and injuries. Through a data-driven, comprehensive, and actionable approach, the Safety Action Plan identifies projects and strategies to improve safety throughout the entire transportation network and ultimately achieve our long-term safety goal of zero fatal or serious injury crashes.

On behalf of the Montgomery MPO as Chairman, I support this Safety Action Plan and will work with our member jurisdictions to implement projects and strategies included in it.

Sincerely,

Charles Jinright
Chairman
Montgomery MPO

Montgomery MPO Resolution
Final Safety Action Plan

Montgomery Metropolitan Planning Organization (MPO) Resolution
Adopting the Final Safety Action Plan

WHEREAS, the **Montgomery Metropolitan Planning Organization (MPO)** is the organization designated by the Governor of the State of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of amended of 23 USC 134, 135 (as amended by the Infrastructure Investment and Jobs Acts, Section 11201, November 2021); 42 USC 2000d-1, 7401; 23 CFR 450 and 500; 40 CFR Parts 51 and 93; and

WHEREAS, the Montgomery Metropolitan Planning Organization (MPO) is committed to the eventual goal of zero (0) for roadway fatalities and serious injuries in the Montgomery MPO Planning Area; and

WHEREAS, the Montgomery Metropolitan Planning Organization (MPO) will strive to support the achievement of a Vision Zero goal by prioritizing safety projects, program and policies;

WHEREAS, the Montgomery MPO seeks to reduce the number of severe crashes within the Montgomery, Elmore, and Autauga County Regional Area by 50% by the year 2030 and envisions to eliminate all fatalities and serious injuries by 2050.

NOW THEREFORE, BE IT RESOLVED by the Montgomery Metropolitan Planning Organization (MPO) that it does hereby adopt the Final Safety Action Plan.

ADOPTED THIS THE 17th DAY OF July, 2025.

Charles Jinright, MPO Chairman

ATTEST:

Robert Smith, MPO Secretary

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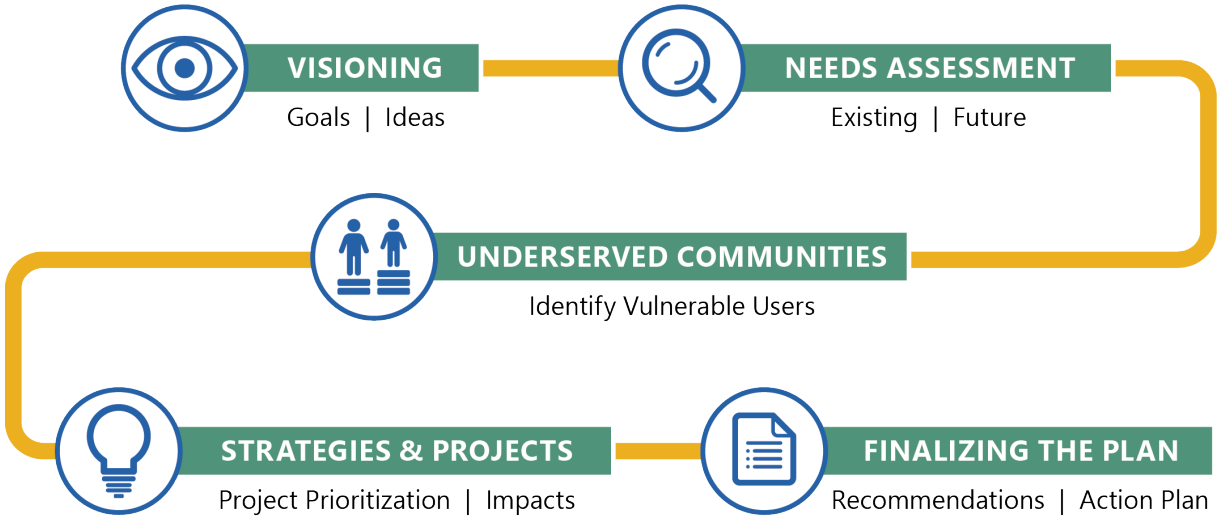
1.0 Introduction

The Montgomery Metropolitan Planning Organization (MPO) developed this comprehensive Safety Action Plan to prioritize safety improvements, justify investment decisions, communicate with stakeholders, and access funding opportunities throughout its planning area. The USDOT states that the goal of a Safety Action Plan "is to develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries"[1]. This plan was designed to support that goal.

The Safe Streets for All (SS4A) grant program was introduced in the Bipartisan Infrastructure Law (BIL) to fund regional and local initiatives to prevent roadway fatalities and serious injuries. This program supports the U.S. Department of Transportation's (USDOT) National Roadway Safety Strategy which is working toward a goal of zero roadway fatalities using the Safe System Approach. While the Montgomery MPO's Safety Action Plan was not funded with a SS4A grant, the requirements of the SS4A grant program were followed. The planning process that was used to develop this plan is shown in **Figure 1.1**.

Figure 1.1: Planning Process



Source: Neel-Schaffer

[1] https://www.transportation.gov/grants/ss4a/action-plan-requirements

1.1 Leadership Statement

The Montgomery MPO leadership is committed to reducing and ultimately eliminating fatalities and serious injuries on the Region's transportation network. A leadership commitment from the MPO Secretary is included at the front of this plan.

1.2 Demographic Profile

The Montgomery Metropolitan Planning Area (MPA) encompasses portions of Autauga, Elmore, and Montgomery counties[2]. In addition to the state capital of Montgomery, the MPO's study area includes the City of Millbrook, City of Prattville, City of Wetumpka, Town of Coosada, Town of Deatsville, Town of Elmore, and Town of Pike Road. With a combined population of 352,760 residents (American Community Survey 5-year estimates, 2023), the Montgomery MPO serves a diverse and growing community.

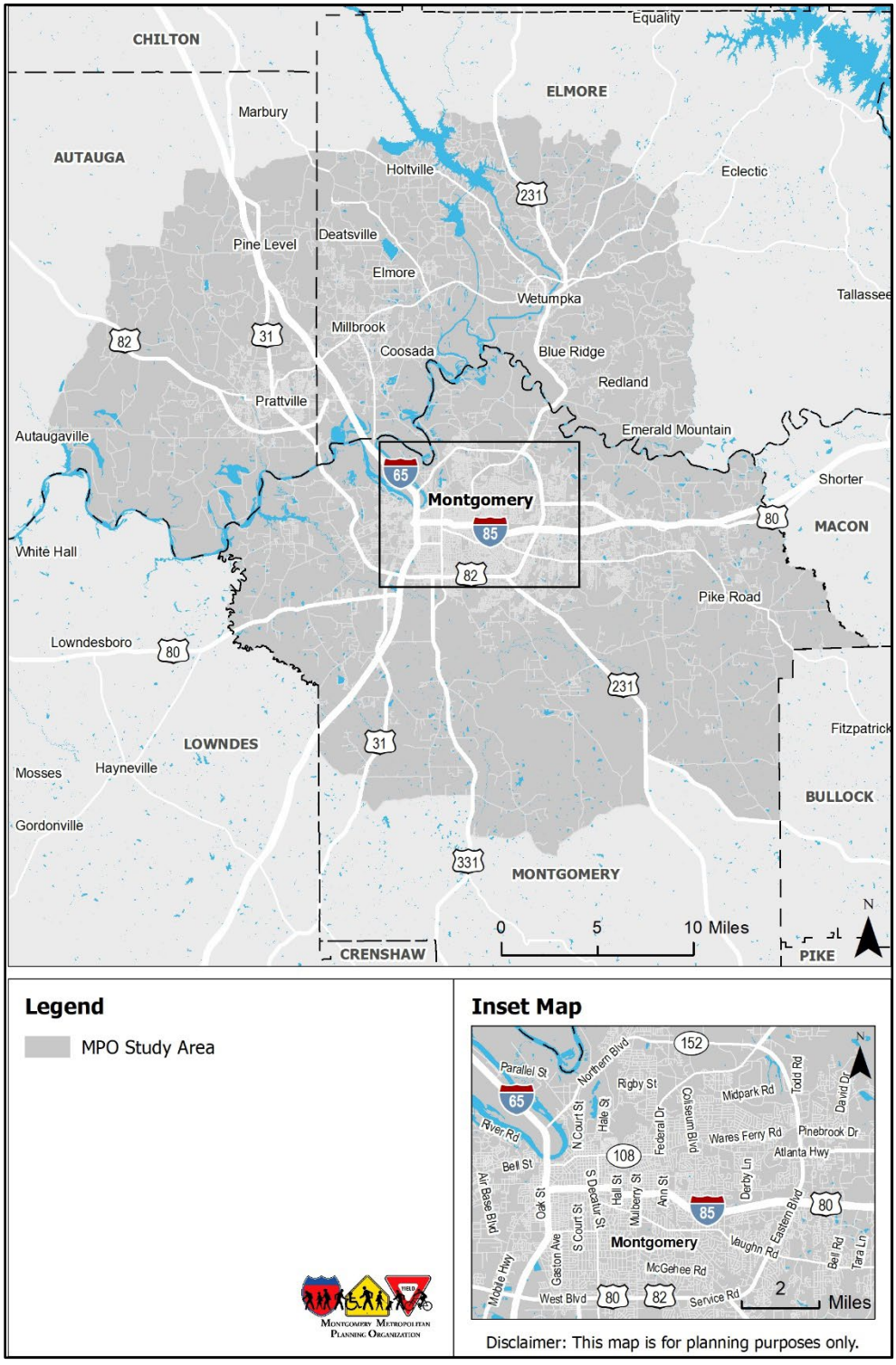
While the Safety Action Plan considers transportation safety needs throughout the entire MPA, it also focuses on the needs of any area identified as a Transportation Disadvantaged Community (TDC) or Area of Persistent Poverty (APP) as required by the Federal Highway Administration (FHWA). Environmental Justice (EJ) areas are also incorporated through an analysis of the American Community Survey (ACS) 2020 5-year estimates to determine underserved community needs within the MPA.

This section analyzes the existing demographic makeup of the Montgomery MPA. However, it should be noted that there will be slight variations from the "true" MPA data since American Community Survey (ACS) Census Tract data extends beyond the MPA boundary in some areas.

The study area for this Safety Action Plan is defined as the area within the MPA limits as shown in **Figure 1.2.**

[2] https://montgomerympo.org/background/

Figure 1.2: Study Area

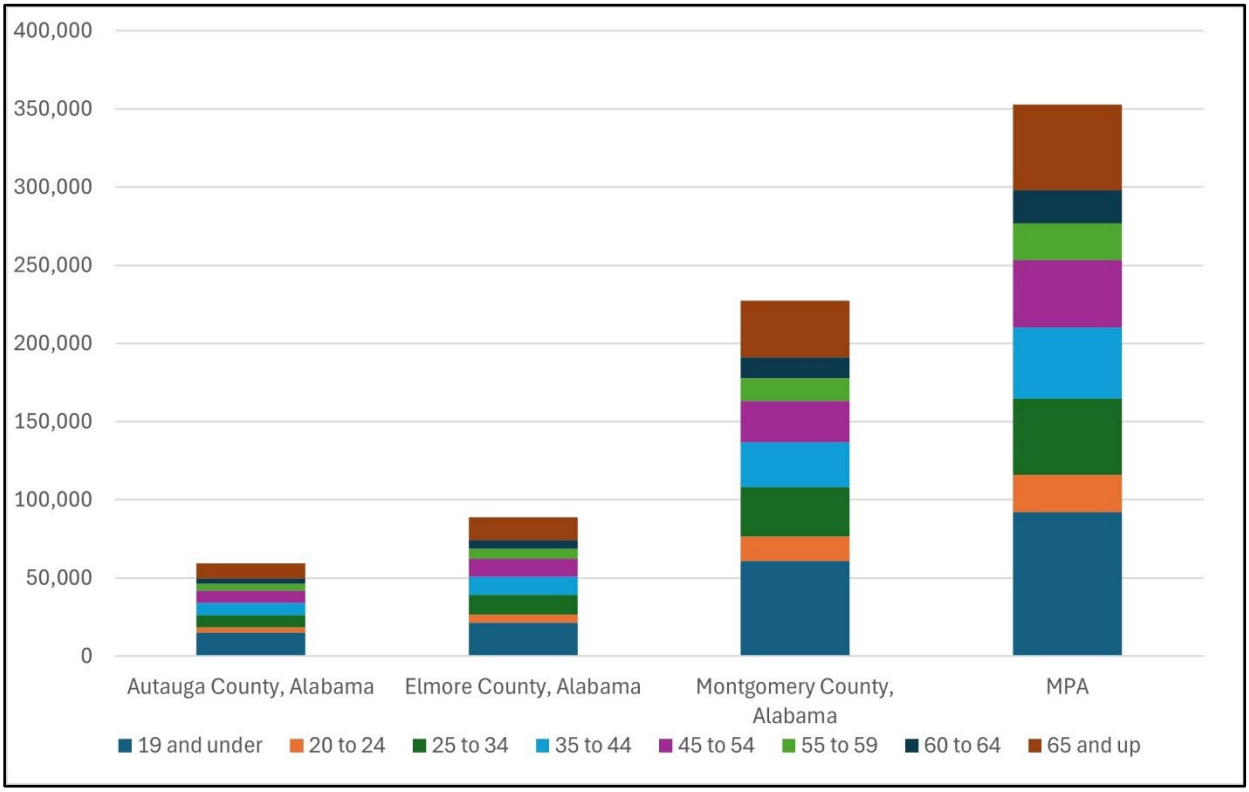


Source: Neel-Schaffer

Age/Race

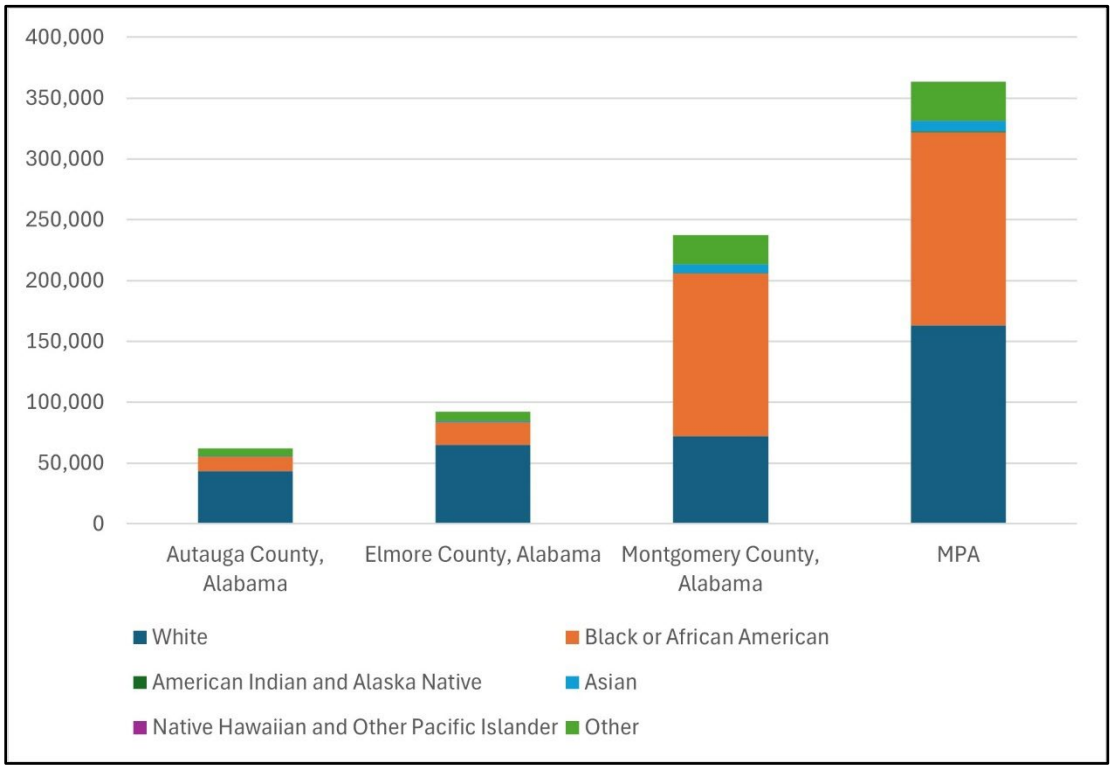
Figure 1.3 displays the age breakdowns within the MPA, while **Figure 1.4** shows the MPA's mix of racial backgrounds.

Figure 1.3: Population by Age Within MPA Counties



Source: ACS 5-Year Estimates, 2023

Figure 1.4: Population by Race Within MPA Counties



Source: ACS 5-Year Estimates, 2023

Existing Travel Patterns

While commuting patterns are only a portion of the total travel within the MPA, they can provide insight into overall travel patterns. According to the 2023 ACS 5-Year Estimates, the average commute time for employees within the MPA is less than 24 minutes.

Most commuters drove alone to work (82.2%) while 8.4% of commuters carpooled as shown in **Table 1.1**. Just over 1% of commuters biked or walked to work while 0.3% of commuters used public transportation.

These commuting trends can also offer insights into possible equality imbalances in accessing transportation and job opportunities within the MPA. Most residents choose to drive alone to work. This option could be challenging for residents with driving restrictions or without access to a vehicle such as low-income persons who depend more on public transit or shared transportation alternatives. Recognizing the causes of differences in travel patterns can be vital for equality analysis, since it can guide efforts to create a safer, inclusive, accessible transportation system for all users.

Table 1.1: Commuting Modes within the MPA

Mode	Autauga County	Elmore County	Montgomery County	MPA Counties	MPA
Drive Alone	84.7%	84.1%	80.9%	125,263	82.2%
Carpool	8.5%	6.1%	9.2%	12,835	8.4%
Public Transportation	0.1%	0.2%	0.4%	504	0.3%
Bicycle	0.1%	0.0%	0.1%	156	0.1%
Walk	0.1%	1.1%	1.2%	1,575	1.0%
Work at Home	5.8%	7.8%	7.3%	10,934	7.2%
Other	0.6%	0.8%	0.9%	1,048	0.7%

Source: ACS 5-Year Estimates, 2023

2.0 Vision Statement, Goals, and Objectives

2.1 Strategic Framework

Public input was used to develop a vision statement, goals, and objectives to guide the development of the Safety Action Plan. The vision statement describes the transportation safety status that the Region strives to achieve. It is supported by three goals, each with corresponding objectives that clarify and expand upon the goal statement. These activity-based objectives are used to identify specific projects and strategies that help the Region achieve its stated goals. These elements form the strategic framework of the plan as shown in **Figure 2.1**.

Vision

The Montgomery MPO seeks to reduce the number of severe crashes within the Montgomery, Elmore, and Autauga County Regional Area by 50% by the year 2030 and envisions to eliminate all fatalities and serious injuries by 2050.

Goal 1: Educate residents about transportation safety.

- Implement a safe driving campaign on the MPO's website and social media platforms.
- Utilize local media outlets to regularly publish crash statistics.
- Educate drivers on state and local driving laws.

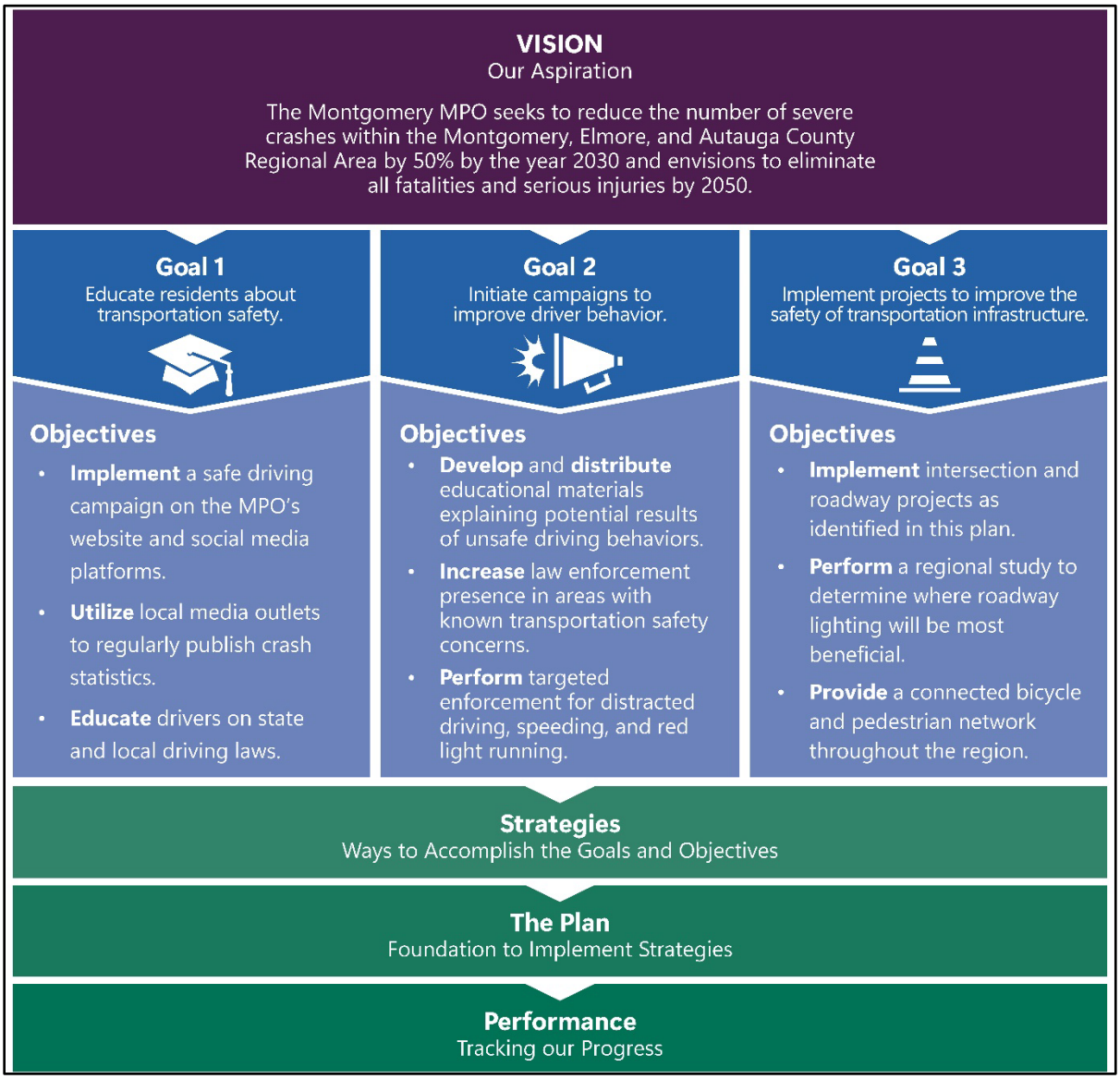
Goal 2: Initiate campaigns to improve driver behavior.

- Develop and distribute educational materials explaining potential results of unsafe driving behaviors.
- Increase law enforcement presence in areas with known transportation safety concerns.
- Perform targeted enforcement for distracted driving, speeding, and red light running.

Goal 3: Implement projects to improve the safety of transportation infrastructure.

- Implement intersection and roadway projects as identified in this plan.
- Perform a regional study to determine where roadway lighting will be most beneficial.
- Provide a connected bicycle and pedestrian network throughout the region.

Figure 2.1: Safety Action Plan Strategic Framework



Source: Neel-Schaffer

2.2 Performance Measures

Performance measures are used to show progress toward meeting the Safety Action Plan's vision, goals, and objectives. Four performance measures have been defined for this plan:

- Percent Reduction in the Number of Fatal Crashes
- Percent Reduction in the Number of Serious Injury Crashes
- Percent Reduction in the Number of Non-Motorized Fatal Crashes
- Percent Reduction in the Number of Non-Motorized Serious Injury Crashes

The goals and objectives which support each performance measure are shown in **Table 2.1**.

Table 2.1: Safety Action Plan Performance Measures

Performance Measure	Goal	Objective
Percent Reduction in the Number of Fatal Crashes	Goal 1	Implement a safe driving campaign on the MPO's website and social media platforms.
	Goal 1	Utilize local media outlets to regularly publish crash statistics.
	Goal 1	Educate drivers on state and local driving laws.
	Goal 2	Develop and distribute educational materials explaining potential results of unsafe driving behaviors.
	Goal 2	Increase law enforcement presence in areas with known transportation safety concerns.
	Goal 2	Perform targeted enforcement for distracted driving, speeding, and red light running.
	Goal 3	Implement intersection and roadway projects as identified in this plan.
	Goal 3	Perform a regional study to determine where roadway lighting will be most beneficial.
Percent Reduction in the Number of Serious Injury Crashes	Goal 1	Implement a safe driving campaign on the MPO's website and social media platforms.
	Goal 1	Utilize local media outlets to regularly publish crash statistics.
	Goal 1	Educate drivers on state and local driving laws.
	Goal 2	Develop and distribute educational materials explaining potential results of unsafe driving behaviors.
	Goal 2	Increase law enforcement presence in areas with known transportation safety concerns.
	Goal 2	Perform targeted enforcement for distracted driving, speeding, and red light running.
	Goal 3	Implement intersection and roadway projects as identified in this plan.
	Goal 3	Perform a regional study to determine where roadway lighting will be most beneficial.

Performance Measure	Goal	Objective
Percent Reduction in the Number of Non-Motorized Fatal Crashes	Goal 1	Implement a safe driving campaign on the MPO's website and social media platforms.
	Goal 2	Increase law enforcement presence in areas with known transportation safety concerns.
	Goal 3	Implement intersection and roadway projects as identified in this plan.
	Goal 3	Perform a regional study to determine where roadway lighting will be most beneficial.
	Goal 3	Provide a connected bicycle and pedestrian network throughout the region.
Percent Reduction in the Number of Non-Motorized Serious Injury Crashes	Goal 1	Implement a safe driving campaign on the MPO's website and social media platforms.
	Goal 2	Increase law enforcement presence in areas with known transportation safety concerns.
	Goal 3	Implement intersection and roadway projects as identified in this plan.
	Goal 3	Perform a regional study to determine where roadway lighting will be most beneficial.
	Goal 3	Provide a connected bicycle and pedestrian network throughout the region.

Source: Neel-Schaffer

3.0 Existing Conditions Safety Data Review

3.1 Existing Plans, Policies, and Procedures

Existing Plans

Existing plans that address safety in the Montgomery MPO region were reviewed as a part of this Safety Action Plan. For each plan, recommendations were made for improved collaboration to address safety analysis, project development, and implementation more effectively across the region.

The following existing plans were reviewed:

State Plans

- Alabama Statewide Freight Plan (2022)
- Alabama Strategic Highway Safety Plan (2022)
- Alabama Statewide Transportation Plan (2017)
- Alabama Statewide Bicycle and Pedestrian Plan (2017)

MPO Plans

- Montgomery MPO Congestion Management Process (2024)
- Montgomery MPO Transit Development Plan (2024)
- Montgomery MPO Transportation Improvement Program - FY 2024-2027 (2023)
- Montgomery MPO 2045 Long Range Transportation Plan (2022)
- Montgomery MPO Access Management Policy (2021)
- Montgomery MPO Regional Freight Plan (2020)
- Montgomery MPO Walk Bike River Region Active Transportation Plan (2018)

Local Plans

- Town of Pike Road Comprehensive Plan (2022)
- Project Prattville 2040 Comprehensive Master Plan (2021)
- Envision Montgomery 2040 Comprehensive Plan (2020)
- Montgomery County Hazard Mitigation Plan (2015)
- Downtown & Riverfront Revitalization Plan for Wetumpka, Alabama (2014)

A detailed summary of each plan is included in **Appendix A**. Each summary contains a brief plan overview, goals and objectives, key findings, and recommendations for transportation safety.

In addition to the plans listed above, the County Transportation Plans for Autauga, Elmore, and Montgomery Counties were reviewed to identify ongoing projects with safety components.

Existing Policies and Procedures

Existing policies and procedures for MPO member jurisdictions were examined for elements related to transportation safety. Topics covered in this review include access management, complete streets, subdivision sidewalk regulations, work zone management / requirements of Traffic Management Plans, emergency response time goals vs. actual, and incident management / traveler information system.

Access Management

Access management regulations are important to manage roadway systems. These regulations promote safe and efficient movements for vehicles entering and exiting roadways. Coordination between state and local access regulations is a vital component of efficient and safe operations between state-maintained highways and county/city-maintained roadways.

Alabama Department of Transportation (ALDOT) has active policies and procedures for access management along state highways. In 2022, ALDOT published the *Access Management Manual* to set guidelines to manage access to and from state roadways and highways. The manual includes an overview of the principles of access management. ALDOT sees access management as a tool in balancing two competing roadway functions: providing mobility for through traffic and providing accessibility to properties. ALDOT's goal when implementing these policies is to provide safe and efficient traffic mobility while allowing reasonable accessibility to properties. Access management strategies include corridor access management plans, reconfigurations of driveways, installation of medians, alternative intersection designs, restricted crossing U-turns, continuous green T-intersections, median U-turn intersections, and roundabouts. The manual also states requirements for Traffic Impact Studies including thresholds based on land use and study area requirements per development type. The three types of permits associated with access management include turnout permits, median crossover permits, and traffic signal installation permits.

Montgomery MPO has an *Access Management Policy* that is applicable to all members associated with the MPO. The goal of this document is to provide uniform and effective policies for access management, maintain highway rights-of-way, and preserve the functional level of local roads and highways while meeting the needs of the transportation system users. The policy sets standards and design guidelines for roadway connections that involve public roadways and private driveways or other public roadways. As stated in the policy, it is considered good access management practice to allow no more connections than necessary to provide adequate accessibility to and from the roadway network. The MPO considers two types of connections. The first type is full access which allows all turning

movements for major roads intersecting a major road, minor roads intersecting a major road, interchange ramps intersecting a major road, and driveways to a commercial business intersecting a major road. The second type is directional access which is generally used to provide access to and from commercial and industrial sites. Directional access can also be used at major intersections, minor intersections, or interchanges. Right-in access drives, right-out access drives, right-in/right-out access drives, and left-in/right-in/right-out access drives are examples of directional access connections. Design guidelines for medians, spacing criteria for commercial/industrial driveway spacing, corner clearances, access near interchanges, residential driveway spacing, traffic turn signal spacing, roundabout spacing, driveway geometric design (including width and radii requirements), driveway offsets, and turn lane geometric design and lane length requirements are included in the policy.

The only other access management policy that was found within the MPO region was Autauga County's policy. This policy is not as in depth as the MPO's extensive policy. It would be in the best interest of all MPO members to adopt and publish the MPO's access management policy on their respective websites and chosen ordinance site.

ALDOT encourages each local agency to develop access management guidelines and policies within their jurisdiction that are applicable to all districts. The primary goal for developing these policies and procedures is to design and review site access, whether on local or state roadways, in a cohesive manner to allow for efficient and safe operations for vehicle users.

Complete Streets

The USDOT describes Complete Streets as streets that are designed and operated to enable and support safe mobility for all users. These streets incorporate multiple modes of transportation and provide infrastructure for motorists, pedestrians, bicyclists, and public transportation users. Complete Street policies can be set at state, regional, and local levels and are usually supported by roadway design guidelines.

ALDOT does not currently have policies or procedures in place pertaining to complete streets. The Alabama Statewide Bicycle and Pedestrian Plan (published in 2017) acknowledges that other states in the region have policies and procedures pertaining to Complete Streets concepts and that ALDOT is lacking in this area in comparison to Florida, Georgia, Louisiana, Mississippi, and Tennessee. The Alabama Strategic Highway Safety Plan, 4th Edition (published in 2022), includes emphasis on the need to implement and identify infrastructure to support non-motorists based on the context of a roadway and indicators of infrastructure need such as worn paths or other evidence of pedestrians or bicyclists.

The City of Montgomery has adopted a Complete Streets resolution to support policies and practices that serve as guiding principles to promote safe and convenient access and travel for all users to create a comprehensive and integrated transportation network. No other Complete Streets policies were found for the MPO or its respective members. It is recommended that the MPO and its members develop Complete Streets policies that

include roadway design requirements that accommodate and facilitate convenient access and mobility for all users and include pedestrian and bicycle facilities.

Subdivision Sidewalk Regulations

Development of subdivisions within a community should include the implementation of pedestrian facilities to promote connectivity and safety. Comprehensive planning standards and regulations are important to require construction of cohesive sidewalk networks within proposed subdivisions and for connections to existing networks.

ALDOT has no regulations addressing requirements for subdivision sidewalks. However, the following documents are published on their website: *2010 ADA Standards for Accessible Design* and *2011 Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-way (United States Access Board)*.

Montgomery MPO has not adopted any standalone policies regarding subdivision sidewalk design requirements. The City of Montgomery adopted Subdivision Regulations in 1985. The regulations require the installation of paved sidewalks adjacent to and within the street right-of-way on both sides of arterial streets and highways, one side of collector streets, one side of minor streets, and in pedestrian easements. The sidewalks are required to be a minimum of five feet wide in residential areas and a minimum of seven feet wide in commercial areas. It is recommended that the City update and expand upon these regulations to encourage a more cohesive pedestrian network and to ensure that ADA requirements are met.

Autauga County adopted their *Subdivision and Land Development Regulations* in March 2021. While these regulations address some design concepts, no sidewalk regulations were found in this document. The County may need to develop a set of regulations for sidewalk design that is applicable to all municipalities within their county limits.

The Town of Pike Road adopted the *Manual for Design and Construction Standards* in October of 2014. These standards include design requirements for street and sidewalk design. The standards state that sidewalks are to be installed in all subdivisions and are to be constructed at a minimum thickness of 4 inches and a minimum of 6 inches where the sidewalk crosses driveways.

It is recommended that all cities and towns adopt standards for subdivision sidewalk regulations in coordination with the MPO and other member jurisdictions to create cohesive pedestrian facilities.

Work Zone Management / Requirements of Traffic Management Plans

ALDOT has established a *Work Zone Awareness (WZA) Program* which can be found on their website. This program does not include any actual work zone management procedures and

policies to implement. ALDOT has also published a *Work Zone Management Service Layer Brochure* which highlights the importance of work zone management. In addition, ALDOT has published a *Transportation Systems Management and Operations (TSMO) Program* which is a strategic approach to improve safety and maximize efficiency of the existing transportation system. The TSMO program focuses on operational improvements that can improve or maintain levels of service without adding capacity.

No policies were found for the MPO or its individual members regarding work zone management. Work zone management is mentioned within the MPO's 2023-2027 Congestion Management Process, but no associated requirements are given in this plan. It is recommended that the MPO and its members develop a work zone management plan to improve work zone safety, reduce the amount of time work zones need to be used, and keep traffic moving efficiently through work zones.

Emergency Response Time Goals vs. Actual

A crucial part of emergency response is the time that it takes for emergency responders to reach their destinations. During the review of the policies and procedures that could be found for the MPO, its members, and ALDOT, no specific information was located for emergency response goals or historical response times. It is recommended that the MPO, in coordination with all MPO members, develop guidelines for emergency response time goals that can be implemented into each MPO member's policies.

Incident Management / Traveler Information System

Incident management pertains to protocols and procedures established to restore roadway capacity as quickly and efficiently as possible after traffic incidents have occurred. A well-established plan benefits not only emergency responders but also vehicle operators by reducing delays and improving safety.

Incident management is not specifically mentioned within the MPO's existing ordinances. Similarly, the MPO members do not have any existing policies pertaining to incident management. While incident management was mentioned in the 2023-2027 Congestion Management Process that was adopted by the MPO, no associated requirements were found. Development and implementation of an Incident Management Plan could greatly improve operations and safety for roadway users in the MPO's associated counties, cities, and towns.

ALDOT published the *Traffic Incident Management (TIM) Service Layer Brochure*. This brochure defines agency responsibilities for ALDOT, law enforcement, EMS, Fire and Rescue, Towing and Recovery, Hazardous Materials Contractors, and Alabama Service Assistance Patrol. It also outlines important incident management practices. ALDOT recognizes that incident management requires collaboration and coordination between multiple agencies responding to incidents. This coordination is a key component of enhancing the safety of all parties. To support the TIM Program, ALDOT has implemented a few policies, including

"Safe, Quick Clearance", "Move it, Remove it", and the "Open Roads Policy". These policies are intended to highlight the importance of safe operations in the field and reiterate the importance of collaboration between state, regional, and local authorities.

3.2 Crash Analysis

The safety analysis is informed by historical crash data within the Montgomery MPO's planning area boundary. Historical crash data from January 1, 2017, through December 31, 2023, was reviewed to evaluate patterns and trends in terms of crash types, crash locations, contributing circumstances, and temporal trends. The analysis uses crash data provided by the Critical Analysis Reporting Environment (CARE) software that is administered by the Center for Advanced Public Safety at the University of Alabama.

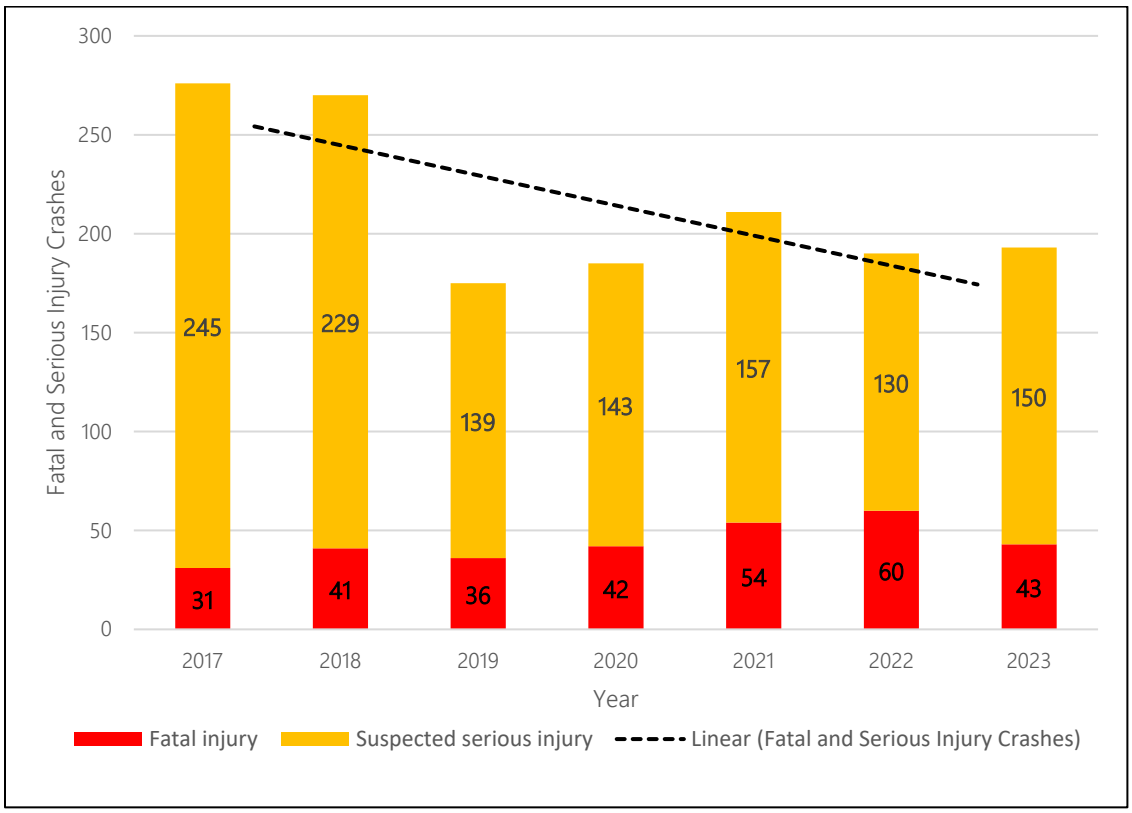
A total of 82,968 crashes were reported within the study area over the period evaluated. The following analysis focuses on 1,500 of those crashes that resulted in fatalities and/or serious injuries.

The analysis reviewed data from January 1, 2017, through December 31, 2023, to evaluate patterns and trends based on:

- Crash types
- Crash locations
- Contributing circumstances
- Temporal trends

Within the study area, 307 fatal crashes and 1,193 serious injury crashes were reported during the seven-year analysis period. **Figure 3.1** presents the fatal and serious injury crashes reported by year.

Figure 3.1: Fatal and Suspected Serious Injury Crashes by Year



Source: CARE

Crash Types and Summaries

The most common crash types among the fatal and serious injury crashes reported in the analysis period were single vehicle crashes (37.1%), rear end crashes (15.3%), and side impact crashes (90 degrees – 12.1% and angled – 11.4%). **Table 3.1** presents the fatal and suspected serious injury crashes reported during the seven-year analysis window by crash type.

Table 3.1: Fatal and Suspected Serious Injury Crashes by Crash Type and Year

Crash Type	Year							Total	Percent F+SI
	2017	2018	2019	2020	2021	2022	2023		
Single Vehicle Crash (all types)	70	85	72	81	81	82	86	557	37.1%
Rear End (front to rear)	70	47	24	20	27	22	20	230	15.3%
Side Impact (90 degrees)	44	38	23	19	22	17	18	181	12.1%
Side Impact (angled)	41	28	19	23	27	14	19	171	11.4%

Head-On (front to front only)	12	26	14	15	14	18	23	122	8.1%
Other	10	10	8	12	8	19	11	78	5.2%
Angle Oncoming (frontal)	14	15	4	4	17	7	10	71	4.7%
Angle (front to side) Opposite Direction	3	6	4	3	7	4	2	29	1.9%
Sideswipe - Same Direction	7	9	0	1	4	3	1	25	1.7%
Angle (front to side) Same Direction	3	3	2	2	0	3	1	14	0.9%
Unknown	1	1	2	2	1	1	1	9	0.6%
Sideswipe - Opposite Direction	1	2	1	2	1	0	0	7	0.5%
Non-Collision	0	0	2	1	2	0	1	6	0.4%
Total	276	270	175	185	211	190	193	1,500	100.0%

Source: CARE

Environmental Circumstances

The environmental circumstances contributing to crashes can be helpful in determining potential areas for improvement within the roadway network. Environmental circumstances such as lighting, weather, and surface condition were evaluated for the 1,500 fatal and serious injury crashes reported in the study area for 2017 through 2023.

Approximately 36% of fatal and serious injury crashes occurred under dark conditions (15.9% - roadway not lighted, 13.7% - spot illumination on both sides of the roadway, and 6.5% - spot illumination on one side of the roadway) indicating that street or intersection lighting was absent or spotty at the time of the crash. Additionally, nearly 13% of fatal and serious injury crashes reported in the region occurred with wet surface conditions. **Table 3.2** presents the contributing circumstances as reported during the seven-year analysis period.

Table 3.2: Fatal and Suspected Serious Injury Crashes by Contributing Circumstances

Light Condition	Year							Total	Percent F+SI*
	2017	2018	2019	2020	2021	2022	2023		
Daylight	176	147	97	94	115	78	85	792	52.8%
Dark - Roadway Not Lighted	38	46	26	29	28	36	36	239	15.9%
E Dark - Spot Illumination Both Sides of Roadway	40	36	15	18	31	35	31	206	13.7%

E Dark - Spot Illumination One Side of Roadway	8	19	19	15	7	13	16	97	6.5%
E Dark - Continuous Lighting Both Sides of Roadway	4	5	6	14	12	14	13	68	4.5%
Dusk	7	9	5	4	7	6	2	40	2.7%
Dawn	3	6	2	6	5	3	3	28	1.9%
E Dark - Continuous Lighting One Side of Roadway	0	2	4	4	2	4	6	22	1.5%
E Dark - Unknown Roadway Lighting	0	0	0	0	2	1	1	4	0.3%
Unknown	0	0	0	1	2	0	0	3	0.2%
Not Applicable	0	0	1	0	0	0	0	1	0.1%
Total	276	270	175	185	211	190	193	1,500	100.0%

Surface Condition	Year							Total	Percent F+SI*
	2017	2018	2019	2020	2021	2022	2023		
Dry	232	227	145	144	166	145	156	1,215	81.0%
Wet	29	30	24	26	29	30	24	192	12.8%
CU is Unknown	12	8	5	13	12	13	12	75	5.0%
Not Applicable	2	2	0	1	4	2	1	12	0.8%
E Snow	1	2	0	0	0	0	0	3	0.2%
Unknown	0	1	0	1	0	0	0	2	0.1%
Muddy Sand/Dirt/Gravel	0	0	1	0	0	0	0	1	0.1%
Total	276	270	175	185	211	190	193	1,500	100.0%

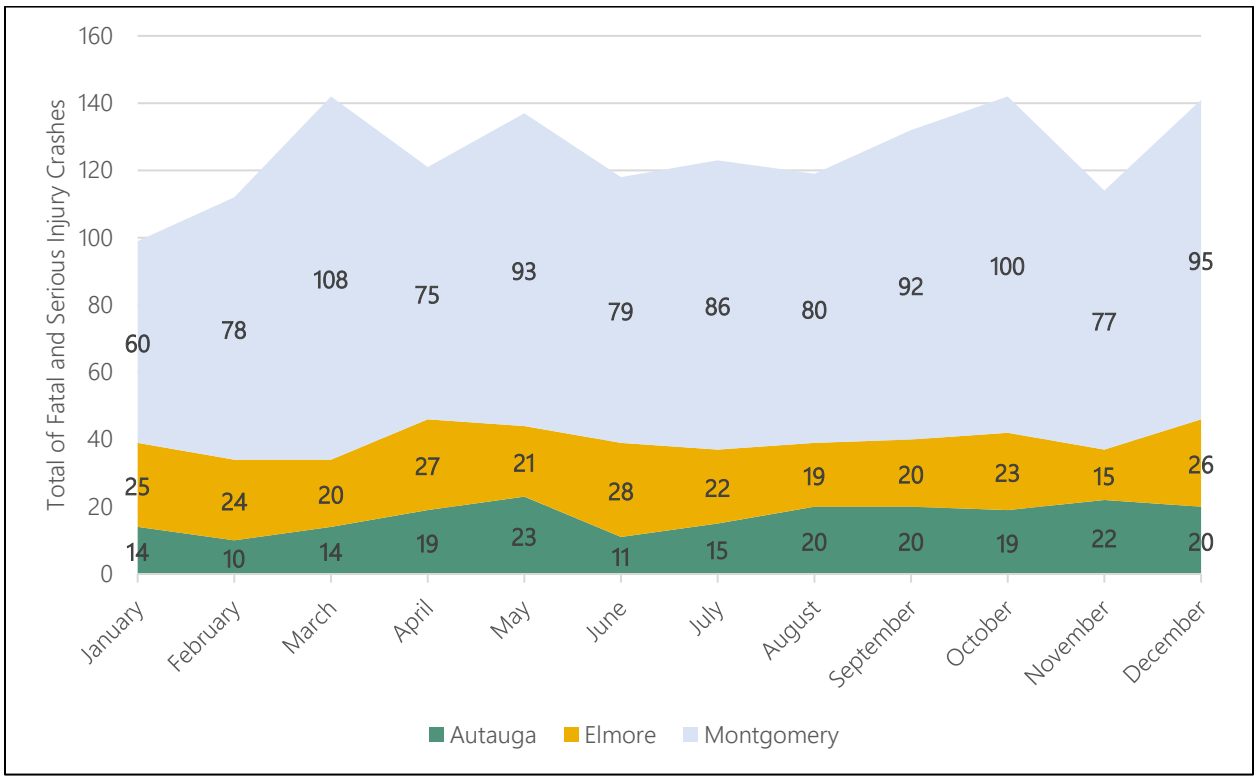
Source: CARE
* Percent of crashes involving fatalities and/or serious injuries

Temporal Patterns

The 1,500 reported fatal and serious injury crashes in the study area were also evaluated for temporal patterns. Crashes were compared by month of the year, day of the week, and hour of the day.

Figure 3.2 illustrates the monthly trends in crashes across the Montgomery MPO region. March, October, and December were the most common months for crashes. In contrast, January, February, and November have historically seen fewer crashes compared to the rest of the year.

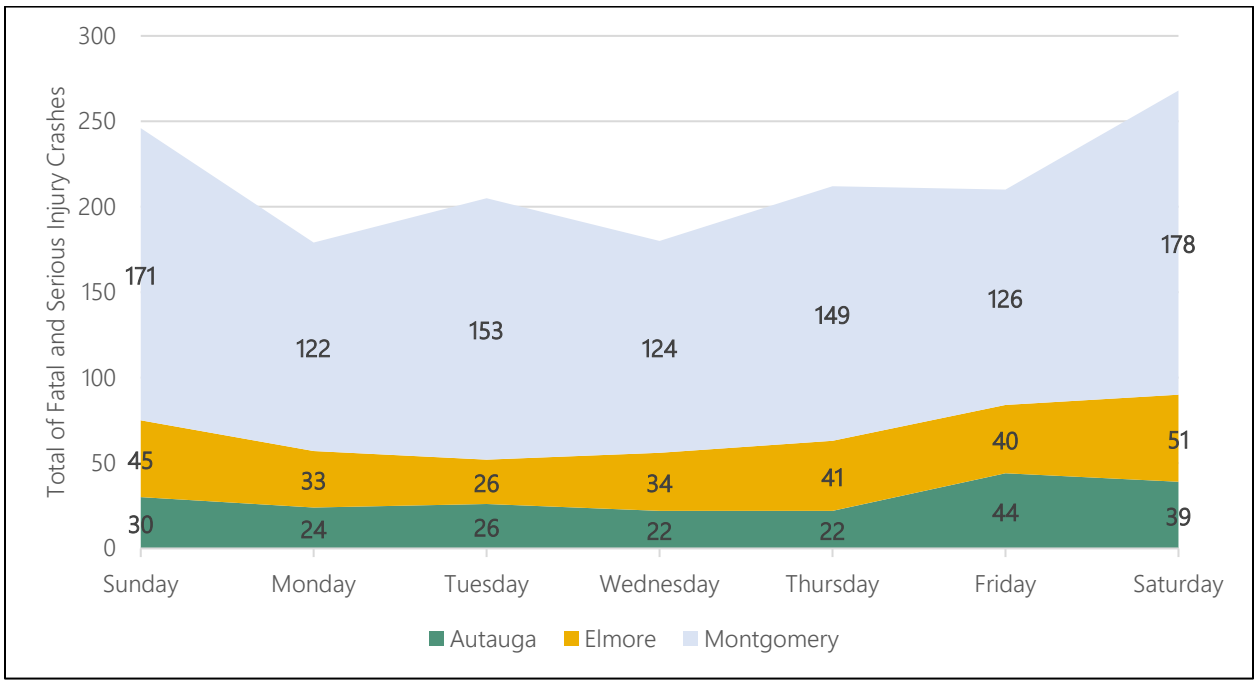
Figure 3.2: Fatal and Suspected Serious Injury Crashes by Month, 2017 – 2023



Source: CARE

Figure 3.3 illustrates the number of fatal and suspected serious injury crashes that occurred within the study area for each day of the week. The data indicates that, in general, more crashes occurred on Saturdays and Sundays, and fewer crashes occurred on Mondays.

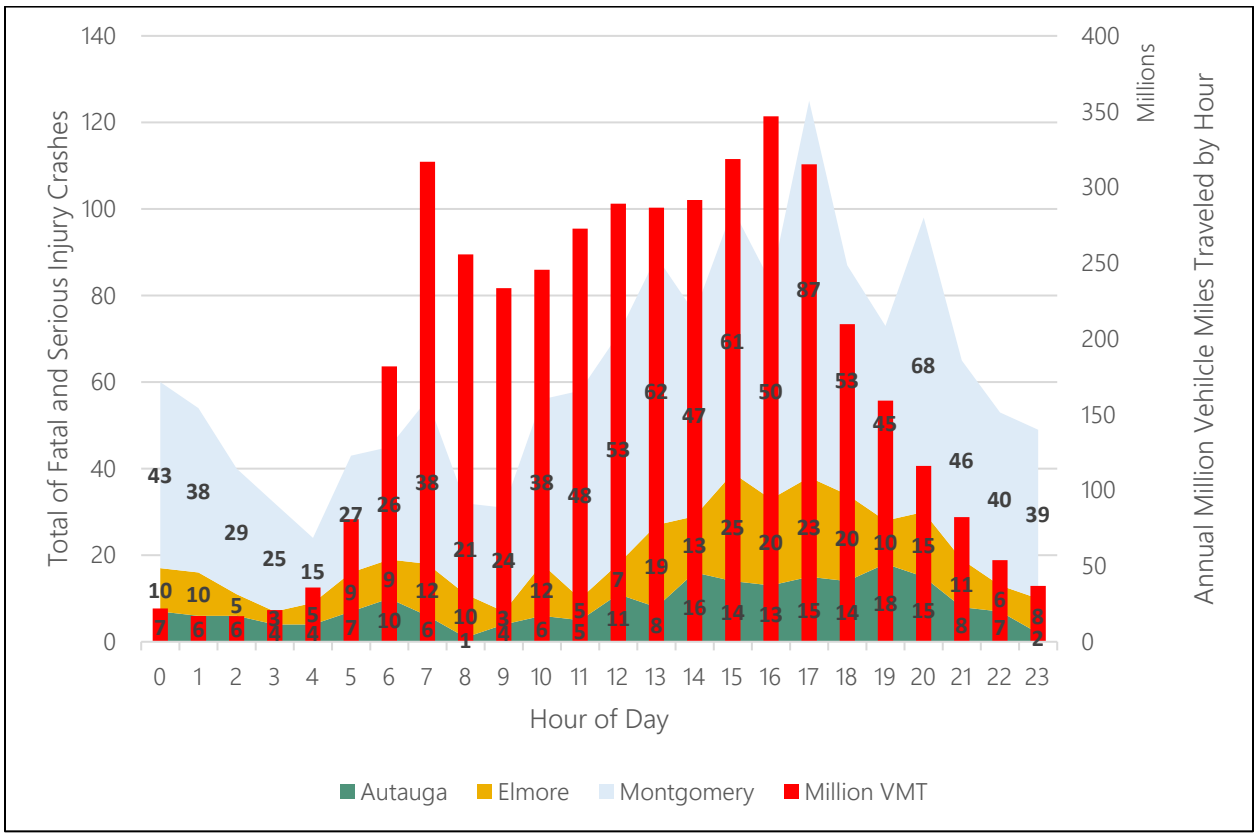
Figure 3.3: Fatal and Suspected Serious Injury Crashes by Day of Week, 2017 – 2023



Source: CARE

Figure 3.4 presents the number of crashes that occurred per hour of the day. More crashes occurred in the late afternoon and early evening hours. The 3 PM to 4 PM and 5 PM to 6 PM intervals saw the highest crash occurrences.

Figure 3.4: Fatal and Suspected Serious Injury Crashes by Time of Day, 2017 – 2023



Source: CARE

Driving Under the Influence (DUI) Related Crashes

Of the 1,500 reported fatal and serious injury crashes in the Montgomery MPA, 194 crashes (approximately 13%) were DUI involved crashes. **Table 3.3** summarizes DUI involvement in fatal and serious injury crashes.

Table 3.3: DUI Involved Crashes, 2017 – 2023

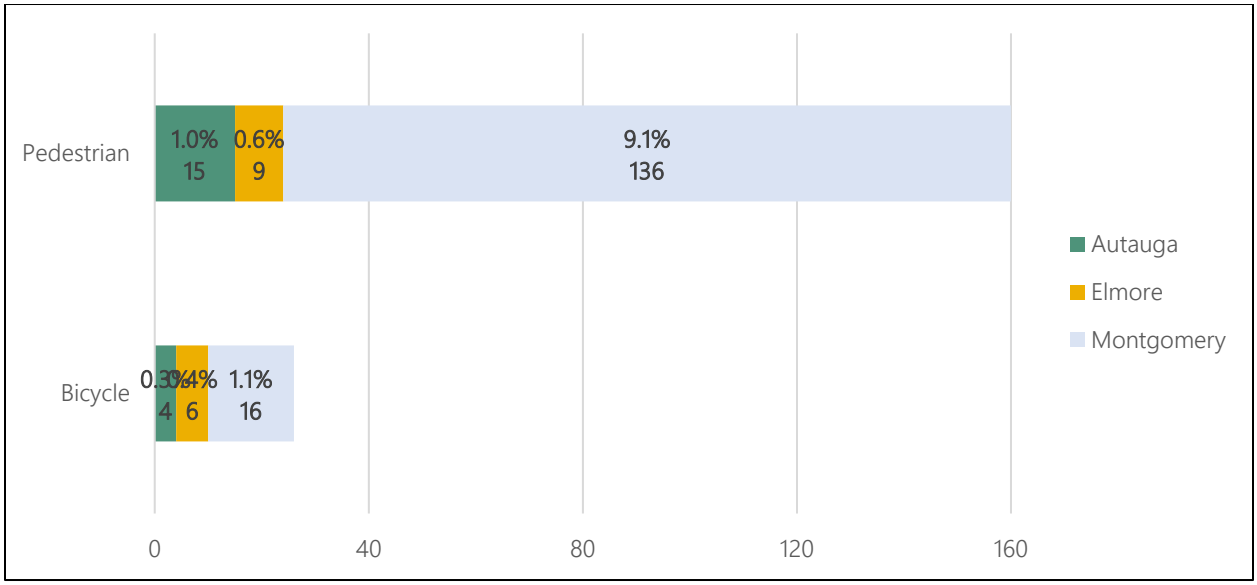
DUI Involvement	Year							Total	Percent F+SI
	2017	2018	2019	2020	2021	2022	2023		
Yes	38	24	22	25	33	28	24	194	12.9%
No	238	246	153	160	178	162	169	1,306	87.1%
TOTAL	276	270	175	185	211	190	193	1,500	100.0%

Source: CARE

Pedestrian and Bicycle Crash Summary

During the seven-year analysis period, the study area experienced 489 pedestrian crashes and 111 bicycle crashes. Of the pedestrian-involved crashes, 62 resulted in fatalities and 98 resulted in suspected serious injuries. Of the bicycle-involved crashes, 10 resulted in fatalities and 16 resulted in suspected serious injuries. Included in these fatal and suspected serious injury crashes, alcohol was involved in eight pedestrian crashes and one bicycle crash. **Figure 3.5** provides a breakdown of pedestrian and bicycle crashes by county within the Montgomery MPA.

Figure 3.5: Bicycle/Pedestrian Fatal and Suspected Serious Injury Crashes, 2017 – 2023



Source: CARE

The highest number of pedestrian-involved and bicycle-involved crashes resulting in fatalities or suspected serious injuries occurred along:

- US 80 (SR 8) (South Boulevard and East Boulevard) between I-65 and I-85
- US 82 (SR 6)/US 231 (SR 53) (Troy Highway) between SR 271 (Taylor Road) and US 80 (SR 8) (South Boulevard)
- Fairview Avenue between I-65/US 82 (SR 6) and Court Street

Approximately 60% of pedestrian crashes and 45% of bicycle crashes occurred under dark conditions (absent or spotty lighting). Wet surfaces were present in 14% of pedestrian crashes and 0% of bicycle crashes. **Table 3.4** summarizes the lighting and surface conditions for fatal and suspected serious injury pedestrian and bicycle crashes.

Table 3.4: Bicycle/Pedestrian Fatal and Suspected Serious Injury Crashes by Lighting and Surface Conditions, 2017 – 2023

	Dry	Not Applicable	Unknown	Wet	Total	Percent F+SI*
Pedestrian	109	6	23	22	160	10.7%
E Dark - Spot Illumination Both Sides of Roadway	30	2	4	5	41	2.7%
Daylight	28	1	8	2	39	2.6%
Dark - Roadway Not Lighted	23	2	2	8	35	2.3%
E Dark - Spot Illumination One Side of Roadway	13	0	3	2	18	1.2%
E Dark - Continuous Lighting Both Sides of Roadway	7	0	3	0	10	0.7%
E Dark - Continuous Lighting One Side of Roadway	3	0	0	3	6	0.4%
Dusk	2	0	2	1	5	0.3%
E Dark - Unknown Roadway Lighting	2	1	0	0	3	0.2%
Dawn	0	0	0	1	1	0.1%
Not Applicable	1	0	0	0	1	0.1%
Unknown	0	0	1	0	1	0.1%
	Dry	Not Applicable	Unknown	Wet	Total	Percent F+SI*
Bicycle	25	0	1	0	26	1.7%
Daylight	12	0	0	0	12	0.8%
Dark - Roadway Not Lighted	6	0	1	0	7	0.5%
E Dark - Spot Illumination Both Sides of Roadway	3	0	0	0	3	0.2%
E Dark - Spot Illumination One Side of Roadway	2	0	0	0	2	0.1%
Dusk	1	0	0	0	1	0.1%
E Dark - Continuous Lighting Both Sides of Roadway	1	0	0	0	1	0.1%

Source: CARE
* Percent of crashes involving fatalities and/or serious injuries

County Crash Summaries

The historical crash data for the portions of the three counties within the Montgomery MPO study areas were reviewed to identify crash trends and patterns specific to each county.

Autauga County

Of the 1,500 fatal and suspected serious injury crashes that occurred within the Montgomery MPO study area, 207 crashes (14%) were reported in the Autauga County portion of the study area. The most common crash type within this area was single vehicle crashes, representing 41% of reported crashes. Approximately 42% of reported crashes occurred under dark conditions with absent or spotty lighting. Approximately 15% of reported crashes occurred on wet surfaces. DUI involved crashes accounted for approximately 16% of crashes in this area. **Table 3.5** and **Figure 3.6** summarize the crash data for the Autauga County portion of the MPO study area.

Elmore County

Of the 1,500 fatal and suspected serious injury crashes that occurred within the Montgomery MPO study area, 270 crashes (18%) were reported in the Elmore County portion of the study area. The most common crash type within this area was single vehicle crashes, representing 40% of reported crashes. Approximately 36% of reported crashes occurred under dark conditions with absent or spotty lighting. Approximately 16% of reported crashes occurred on wet surfaces. DUI involved crashes accounted for approximately 17% of crashes in this area. **Table 3.6** and **Figure 3.7** summarize the crash data for the Elmore County portion of the MPO study area.

Montgomery County

Of the 1,500 fatal and suspected serious injury crashes that occurred within the Montgomery MPO study area, 1,023 crashes (68%) were reported in Montgomery County. The most common crash type within this area was single vehicle crashes, representing 35% of reported crashes. Approximately 35% of reported crashes occurred under dark conditions with absent or spotty lighting. Approximately 11% of reported crashes occurred on wet surfaces. DUI involved crashes accounted for approximately 11% of crashes in this area. **Table 3.7** and **Figure 3.8** summarize the crash data for the Montgomery County portion of the MPO study area.

Table 3.5: Autauga County Crash Summary, 2017 – 2023

Crash Type	Year							Total
	2017	2018	2019	2020	2021	2022	2023	
Single Vehicle Crash (all types)	11	14	7	9	10	16	18	85
Rear End (front to rear)	9	7	6	2	3	0	4	31
Head-On (front to front only)	2	5	4	6	5	2	5	29
Side Impact (90 degrees)	6	7	0	2	2	6	3	26
Side Impact (angled)	2	8	4	2	1	2	0	19
Angle Oncoming (frontal)	1	0	1	0	2	1	2	7
Other	2	0	1	1	1	0	1	6
Angle (front to side) Opposite Direction	0	0	0	0	1	0	0	1
Angle (front to side) Same Direction	0	1	0	0	0	0	0	1
Non-Collision	0	0	1	0	0	0	0	1
Sideswipe - Same Direction	0	1	0	0	0	0	0	1
Total	33	43	24	22	25	27	33	207

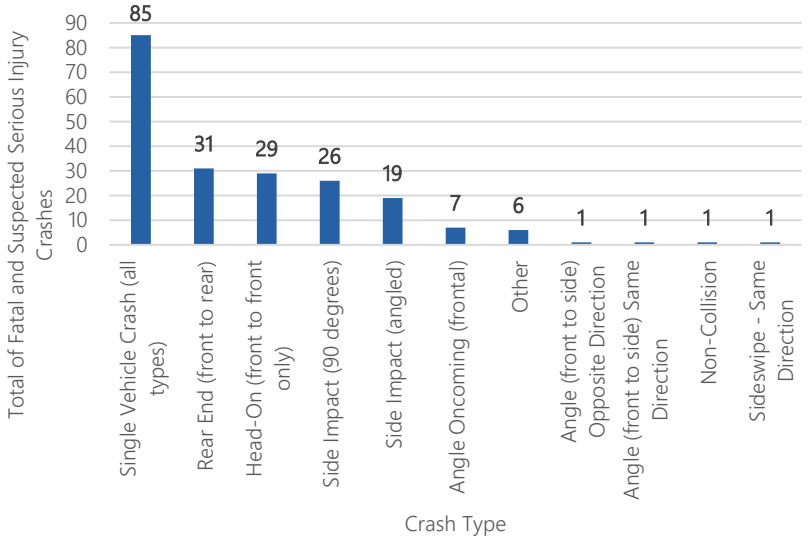
Light Condition	Year							Total
	2017	2018	2019	2020	2021	2022	2023	
Daylight	19	24	6	9	13	12	16	99
Dark - Roadway Not Lighted	11	11	12	7	7	7	6	61
E Dark - Spot Illumination Both Sides of Roadway	3	2	1	0	1	3	5	15
E Dark - Spot Illumination One Side of Roadway	0	3	1	0	1	2	3	10
E Dark - Continuous Lighting Both Sides of Roadway	0	1	1	2	1	2	1	8
Dawn	0	2	1	2	1	0	0	6
Dusk	0	0	1	1	1	0	1	4
E Dark - Continuous Lighting One Side of Roadway	0	0	1	1	0	1	1	4
Total	33	43	24	22	25	27	33	207

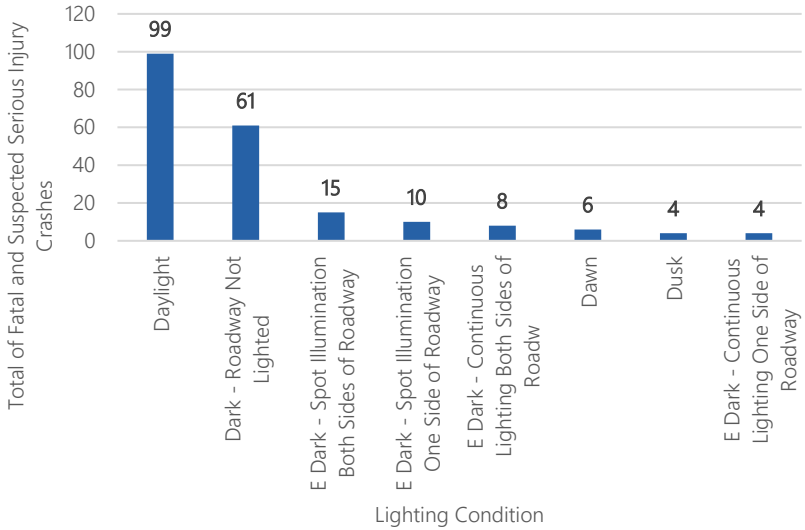
Surface Condition	Year							Total
	2017	2018	2019	2020	2021	2022	2023	
Dry	26	38	20	15	22	22	28	171
Wet	6	5	3	6	3	4	5	32
CU is Unknown	1	0	1	1	0	1	0	4
Total	33	43	24	22	25	27	33	207

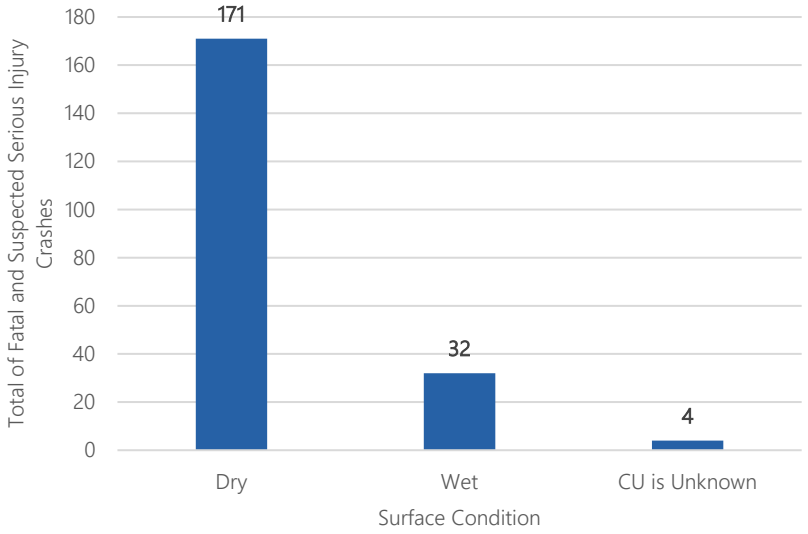
Alcohol Involvement	Year							Total
	2017	2018	2019	2020	2021	2022	2023	
Yes	6	8	4	2	6	3	5	34
No	27	35	20	20	19	24	28	173
Total	33	43	24	22	25	27	33	207

Source: CARE
*CU - Causal Unit

Figure 3.6: Autauga County Crash Summaries, 2017 – 2023







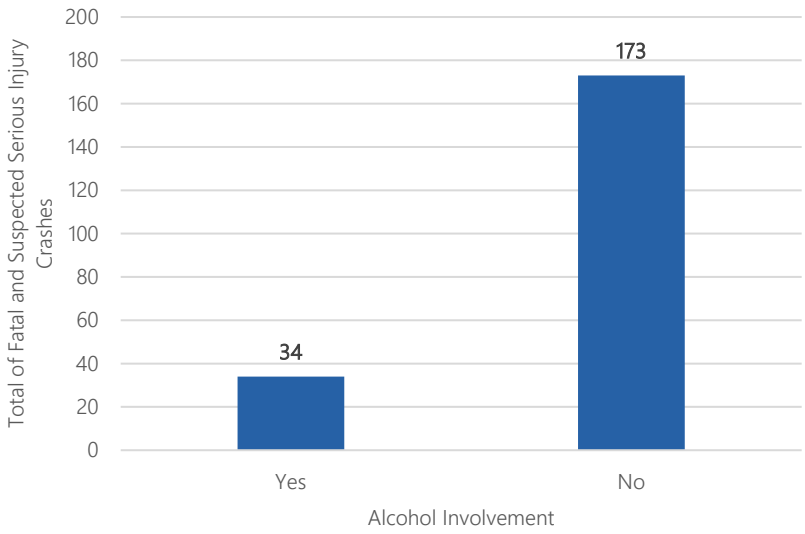


Table 3.6: Elmore County Crash Summary, 2017 – 2023

Crash Type	Year							Total
	2017	2018	2019	2020	2021	2022	2023	
Single Vehicle Crash (all types)	10	13	20	17	19	18	12	109
Side Impact (90 degrees)	12	9	4	5	8	0	7	45
Rear End (front to rear)	6	3	3	3	8	4	3	30
Head-On (front to front only)	2	7	3	0	2	4	4	22
Angle Oncoming (frontal)	4	4	0	1	5	2	4	20
Side Impact (angled)	5	2	1	4	1	1	3	17
Angle (front to side) Opposite Direction	1	3	2	1	0	0	0	7
Other	0	2	1	0	3	1	0	7
Sideswipe - Opposite Direction	1	1	1	1	1	0	0	5
Angle (front to side) Same Direction	1	1	1	1	0	0	0	4
Sideswipe - Same Direction	1	0	0	0	1	1	0	3
Non-Collision	0	0	0	0	0	0	1	1
Total	**43**	**45**	**36**	**33**	**48**	**31**	**34**	**270**

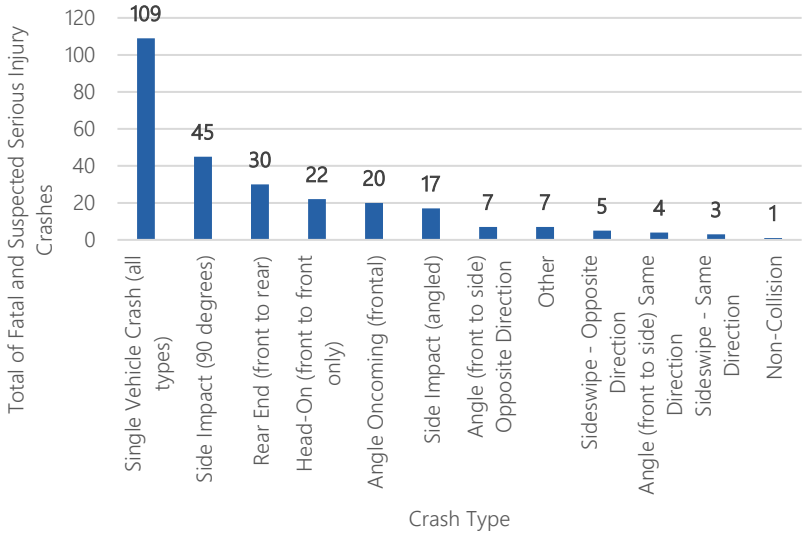
Light Condition	Year							Total
	2017	2018	2019	2020	2021	2022	2023	
Daylight	28	27	24	18	27	18	19	161
Dark - Roadway Not Lighted	6	8	7	10	8	9	9	57
E Dark - Spot Illumination Both Sides of Roadway	7	6	3	0	7	1	2	26
E Dark - Spot Illumination One Side of Roadway	1	2	1	3	3	1	2	13
Dusk	1	1	1	0	1	1	1	6
Dawn	0	1	0	1	2	0	1	5
E Dark - Continuous Lighting Both Sides of Roadway	0	0	0	1	0	1	0	2
Total	**43**	**45**	**36**	**33**	**48**	**31**	**34**	**270**

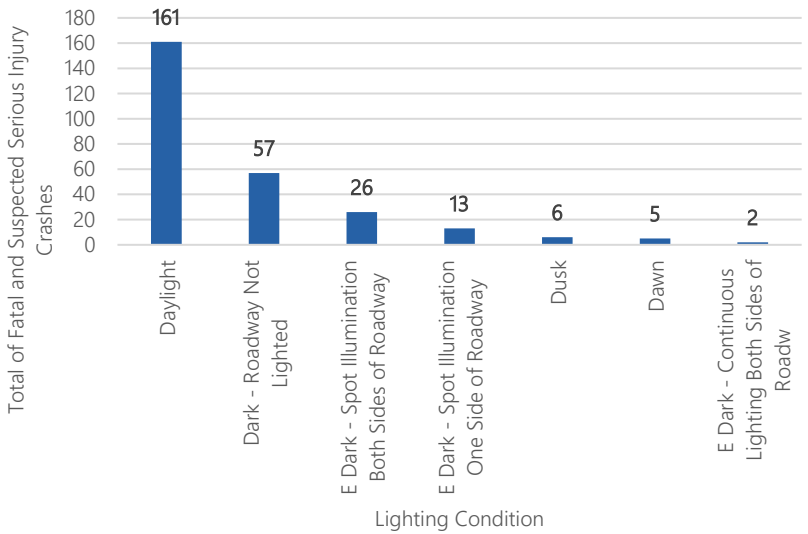
Surface Condition	Year							Total
	2017	2018	2019	2020	2021	2022	2023	
Dry	38	41	31	27	38	23	26	224
Wet	5	3	5	6	10	7	7	43
CU is Unknown	0	1	0	0	0	0	1	2
Not Applicable	0	0	0	0	0	1	0	1
Total	**43**	**45**	**36**	**33**	**48**	**31**	**34**	**270**

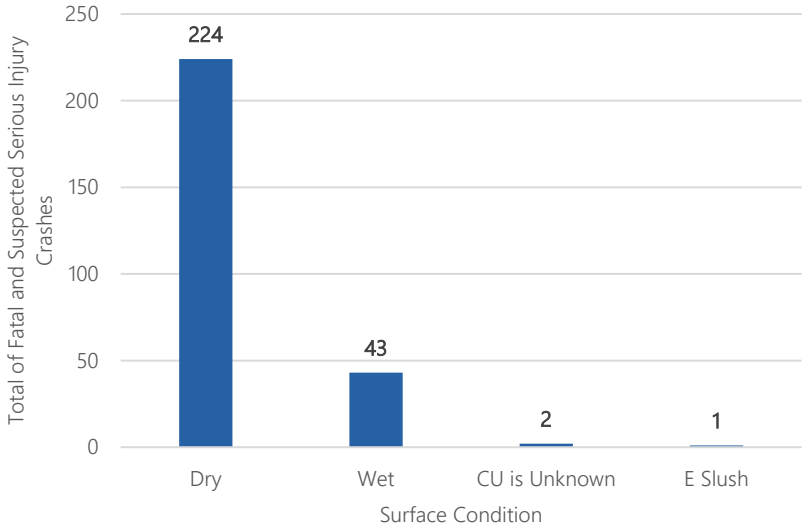
Alcohol Involvement	Year							Total
	2017	2018	2019	2020	2021	2022	2023	
Yes	8	6	3	7	10	8	3	45
No	35	39	33	26	38	23	31	225
Total	**43**	**45**	**36**	**33**	**48**	**31**	**34**	**270**

Source: CARE
*CU - Causal Unit

Figure 3.7: Elmore County Crash Summaries, 2017 – 2023







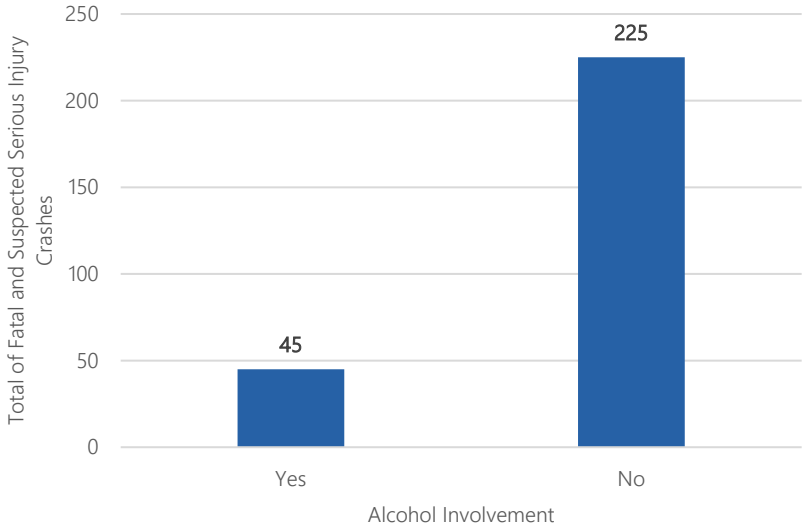


Table 3.7: Montgomery County Crash Summary, 2017 – 2023

Crash Type	Year							Total
	2017	2018	2019	2020	2021	2022	2023	
Single Vehicle Crash (all types)	49	58	45	55	52	48	56	363
Rear End (front to rear)	55	37	15	15	16	18	13	169
Side Impact (angled)	34	18	14	17	25	11	16	135
Side Impact (90 degrees)	26	22	19	12	12	11	8	110
Head-On (front to front only)	8	14	7	9	7	12	14	71
Other	8	8	6	11	4	18	10	65
Angle Oncoming (frontal)	9	11	3	3	10	4	4	44
Angle (front to side) Opposite Direction	2	3	2	2	6	4	2	21
Sideswipe - Same Direction	6	8	0	1	3	2	1	21
Angle (front to side) Same Direction	2	1	1	1	0	3	1	9
Unknown	1	1	2	2	1	1	1	9
Non-Collision	0	0	1	1	2	0	0	4
Sideswipe - Opposite Direction	0	1	0	1	0	0	0	2
Total	200	182	115	130	138	132	126	1,023

Light Condition	Year							Total
	2017	2018	2019	2020	2021	2022	2023	
Daylight	129	96	67	67	75	48	50	532
E Dark - Spot Illumination Both Sides of Roadway	30	28	11	18	23	31	24	165
Dark - Roadway Not Lighted	21	27	7	12	13	20	21	121
E Dark - Spot Illumination One Side of Roadway	7	14	17	12	3	10	11	74
E Dark - Continuous Lighting Both Sides of Roadway	4	4	5	11	11	11	12	58
Dusk	6	8	3	3	5	5	0	30
E Dark - Continuous Lighting One Side of Roadway	0	2	3	3	2	3	5	18
Dawn	3	3	1	3	2	3	2	17
E Dark - Unknown Roadway Lighting	0	0	0	0	2	1	1	4
Unknown	0	0	0	1	2	0	0	3
Not Applicable	0	0	1	0	0	0	0	1
Total	200	182	115	130	138	132	126	1,023

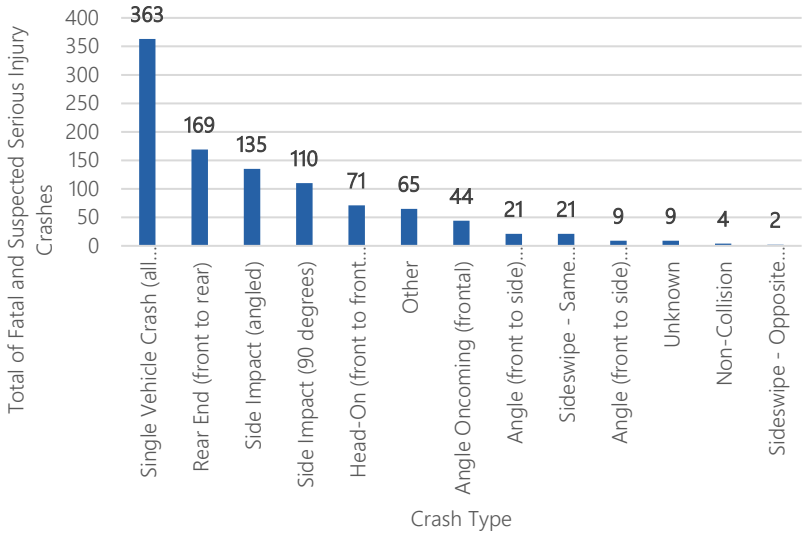
Surface Condition	Year							Total
	2017	2018	2019	2020	2021	2022	2023	
Dry	168	148	94	102	106	100	102	820
Wet	18	22	16	14	16	19	12	117
Unknown/Other	12	10	5	13	12	12	11	75
Not Applicable	2	2	0	1	4	1	1	11
Total	200	182	115	130	138	132	126	1,023

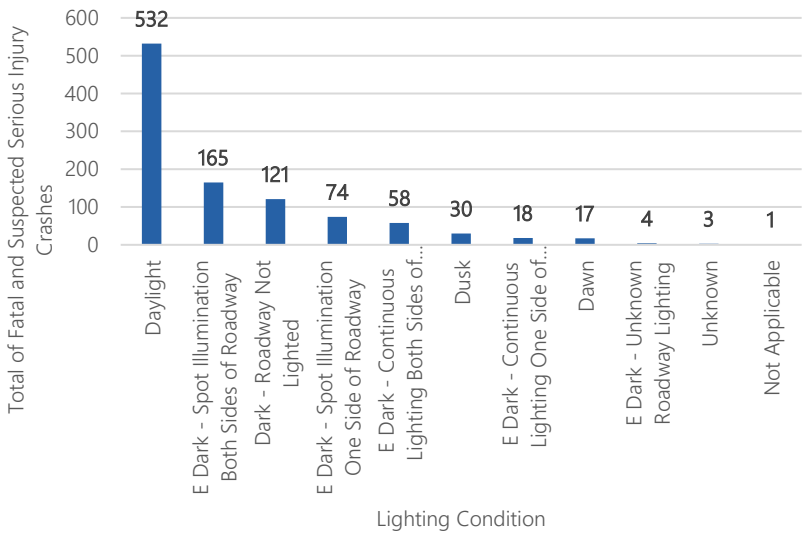
Alcohol Involvement	Year							Total
	2017	2018	2019	2020	2021	2022	2023	
Yes	24	10	15	16	17	17	16	115
No	176	172	100	114	121	115	110	908
Total	200	182	115	130	138	132	126	1,023

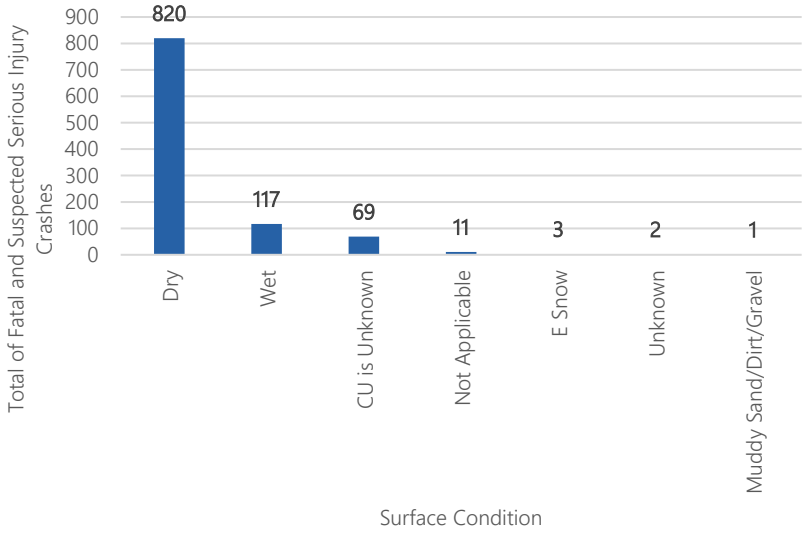
Source: CARE

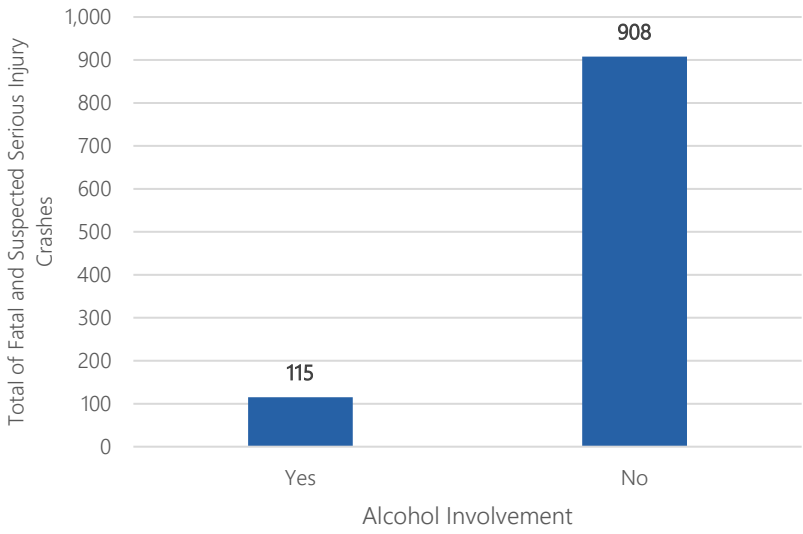
*CU - Causal Unit

Figure 3.8: Montgomery County Crash Summaries, 2017 – 2023









3.3 High Injury Network

The High-Injury Network (HIN) analysis identifies locations with historical safety concerns to guide local investments in infrastructure and safety programming. Two separate HINs were developed: one focused on all roadway users and the other focused on vulnerable road users (bicyclists and pedestrians).

Each HIN consists of roadway segments and intersections that experience a high frequency of fatal and serious injury crashes. HIN maps for each county are shown in **Figures 3.9 - 3.14**.

Segment Analysis

The segment analysis identified the top segments in the portions of each county within the MPO study area with the highest frequency of fatal and suspected serious injury crashes. The following process was used to determine those segments:

1. Segments with at least one fatal and/or suspected serious injury crash were sorted based on the number of fatal and/or suspected serious injury crashes.
2. While maintaining the order of fatal and suspected serious injury crash frequencies, segments were then sorted based on the number of total injury crashes which included all injury classifications.
3. Segments were then sorted based on the total number of crashes while maintaining the order established in the prior steps.

Intersection Analysis

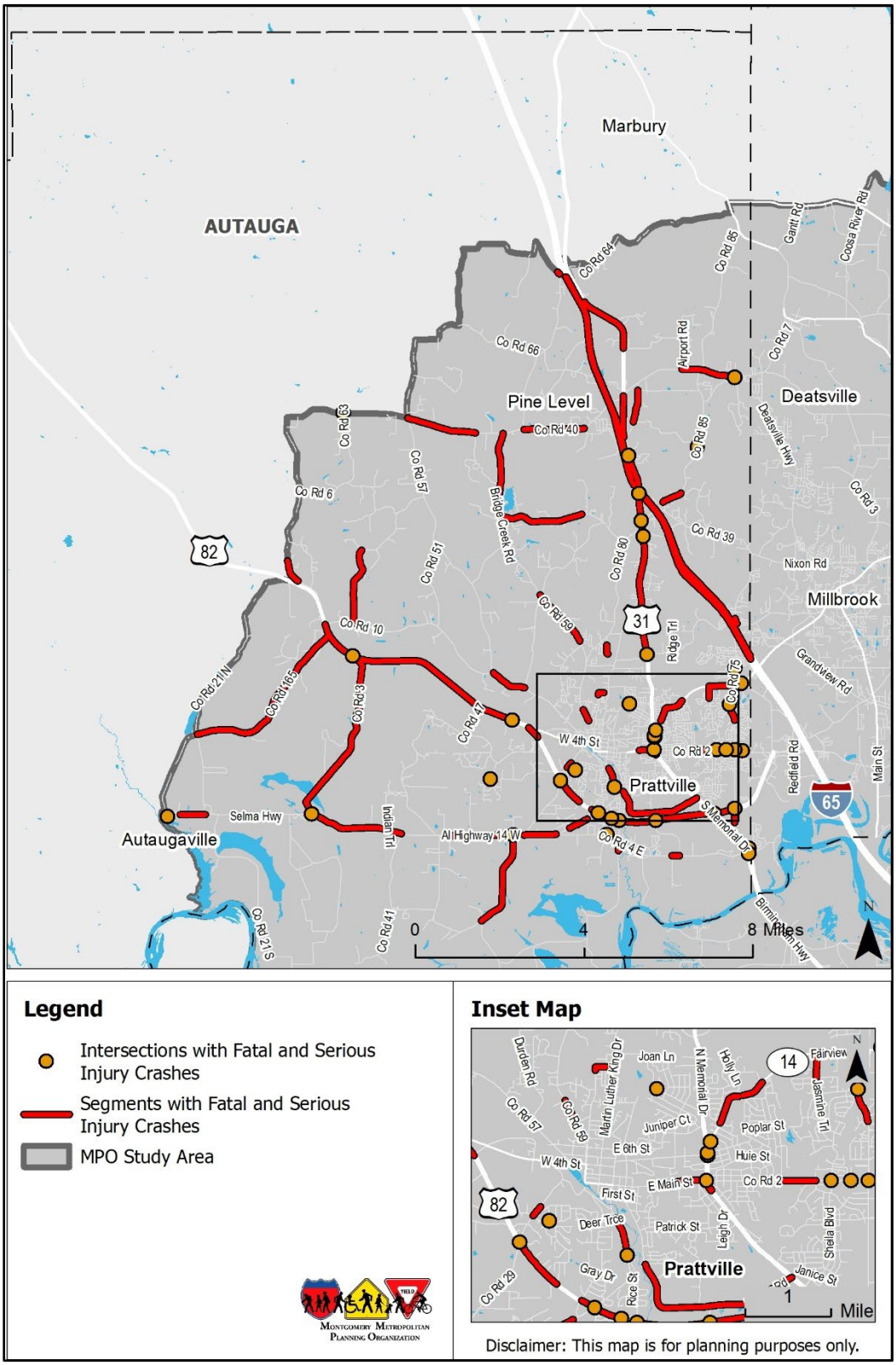
The intersections analysis identified the top intersections for the portions of each county within the study area that have the highest frequency of fatal and suspected serious injury crashes. The same sorting process was used as discussed above for segment analysis.

Vulnerable Road Users HIN

The vulnerable road users HIN consists of segments and intersections that experienced bicycle and pedestrian fatal and suspected serious injury crashes within the study area from 2017 – 2023. Only segments and intersections that experienced at least one fatal or suspected serious injury vulnerable road user crash were considered.

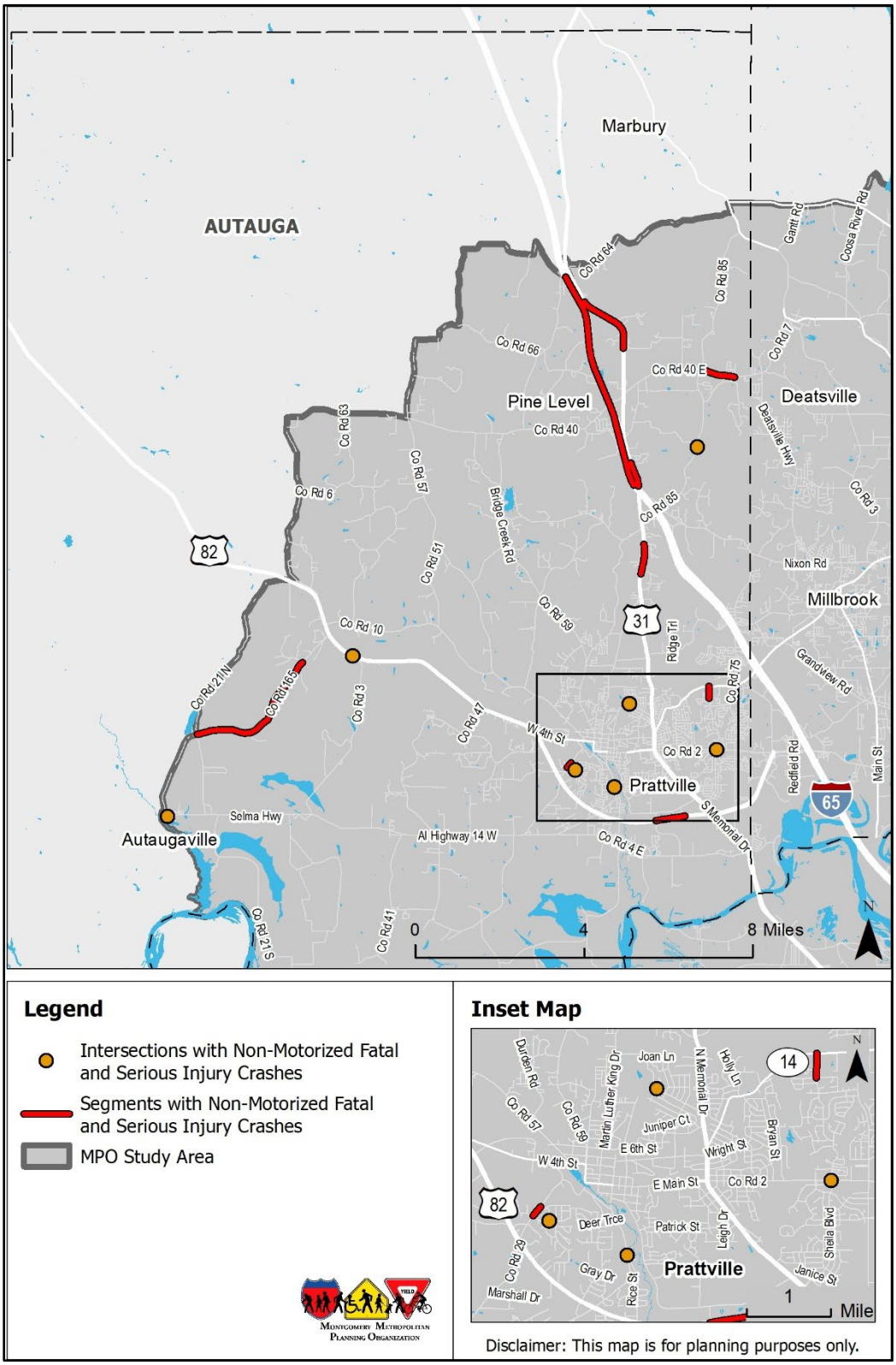
Tables 3.8 - 3.19 display the top focus areas for all segments and intersections and the top focus areas for the segments and intersections for vulnerable users in the portions of each county within the study area.

Figure 3.9: Autauga County High Injury Network – All Users



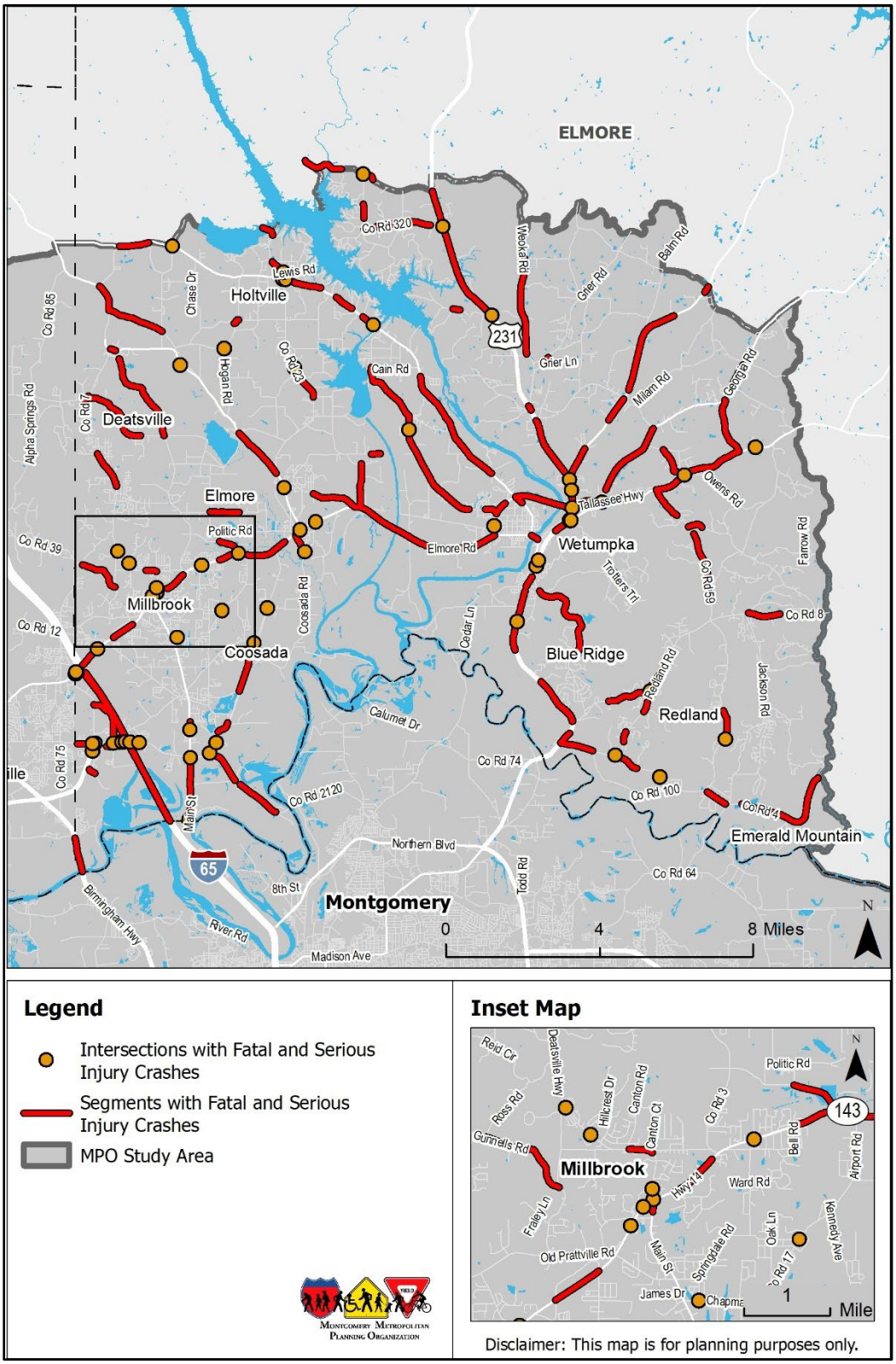
Source: Neel-Schaffer

Figure 3.10: Autauga County High Injury Network – Vulnerable Users



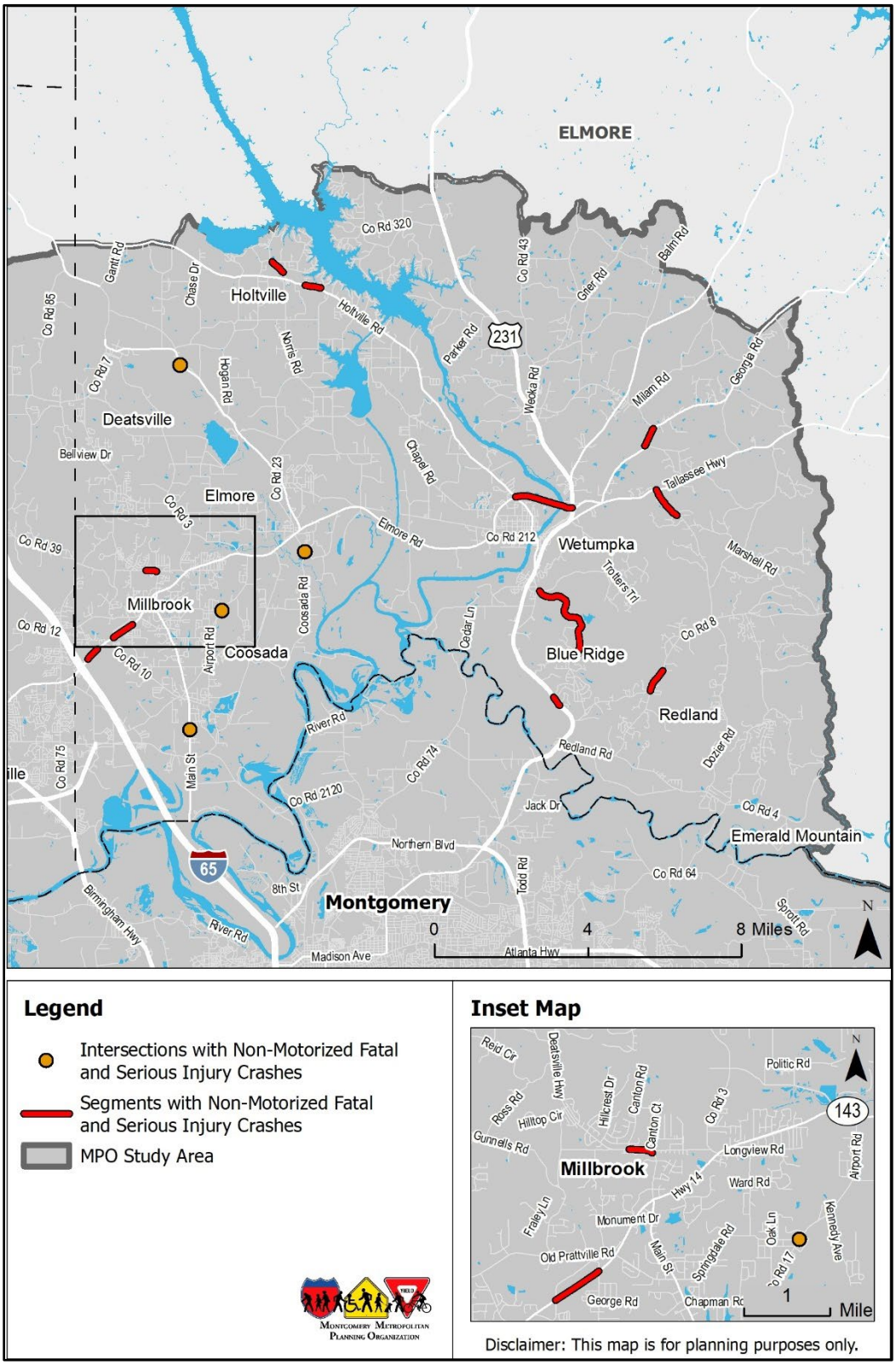
Source: Neel-Schaffer

Figure 3.11: Elmore County High Injury Network – All Users



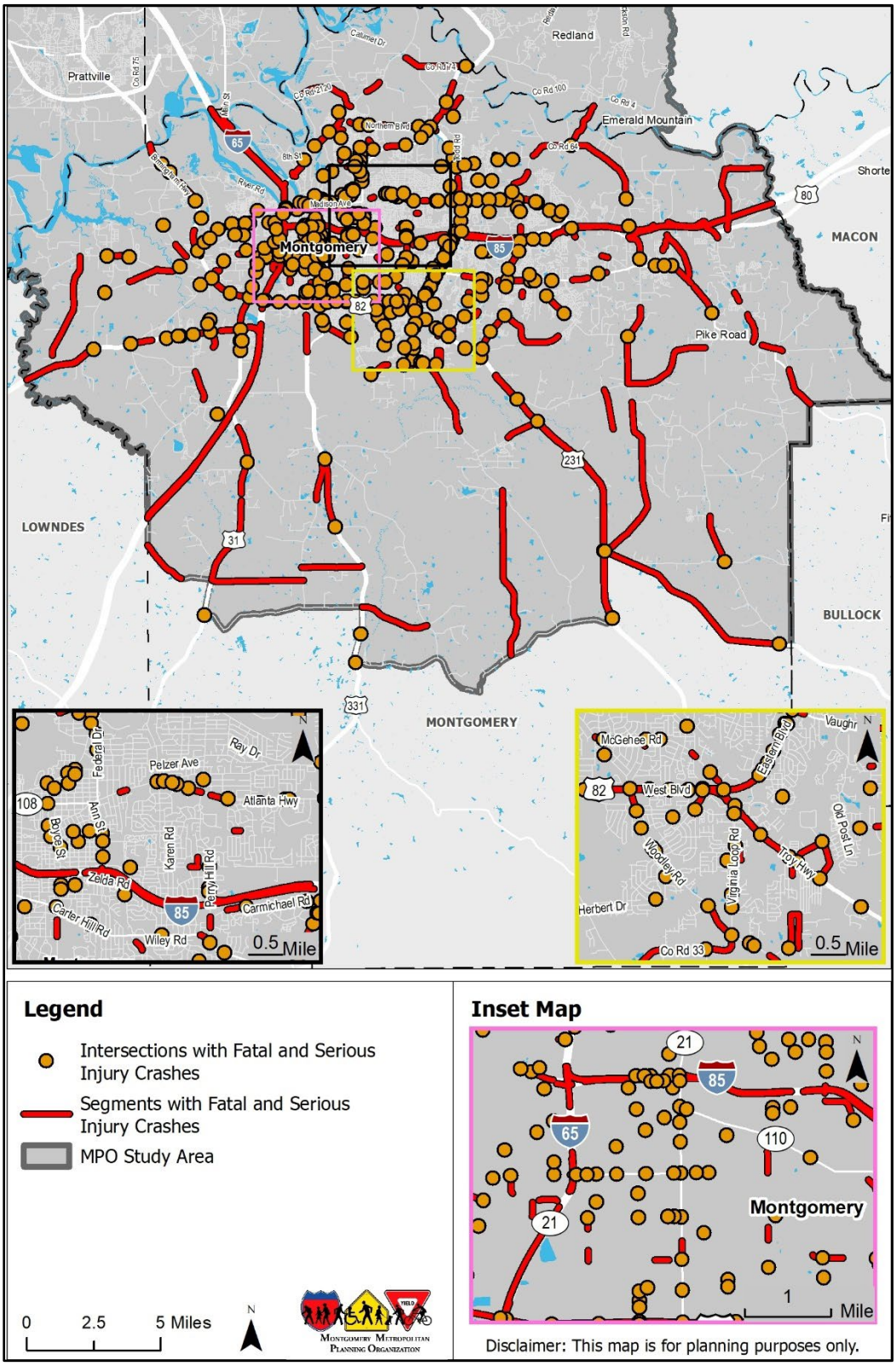
Source: Neel-Schaffer

Figure 3.12: Elmore County High Injury Network – Vulnerable Users



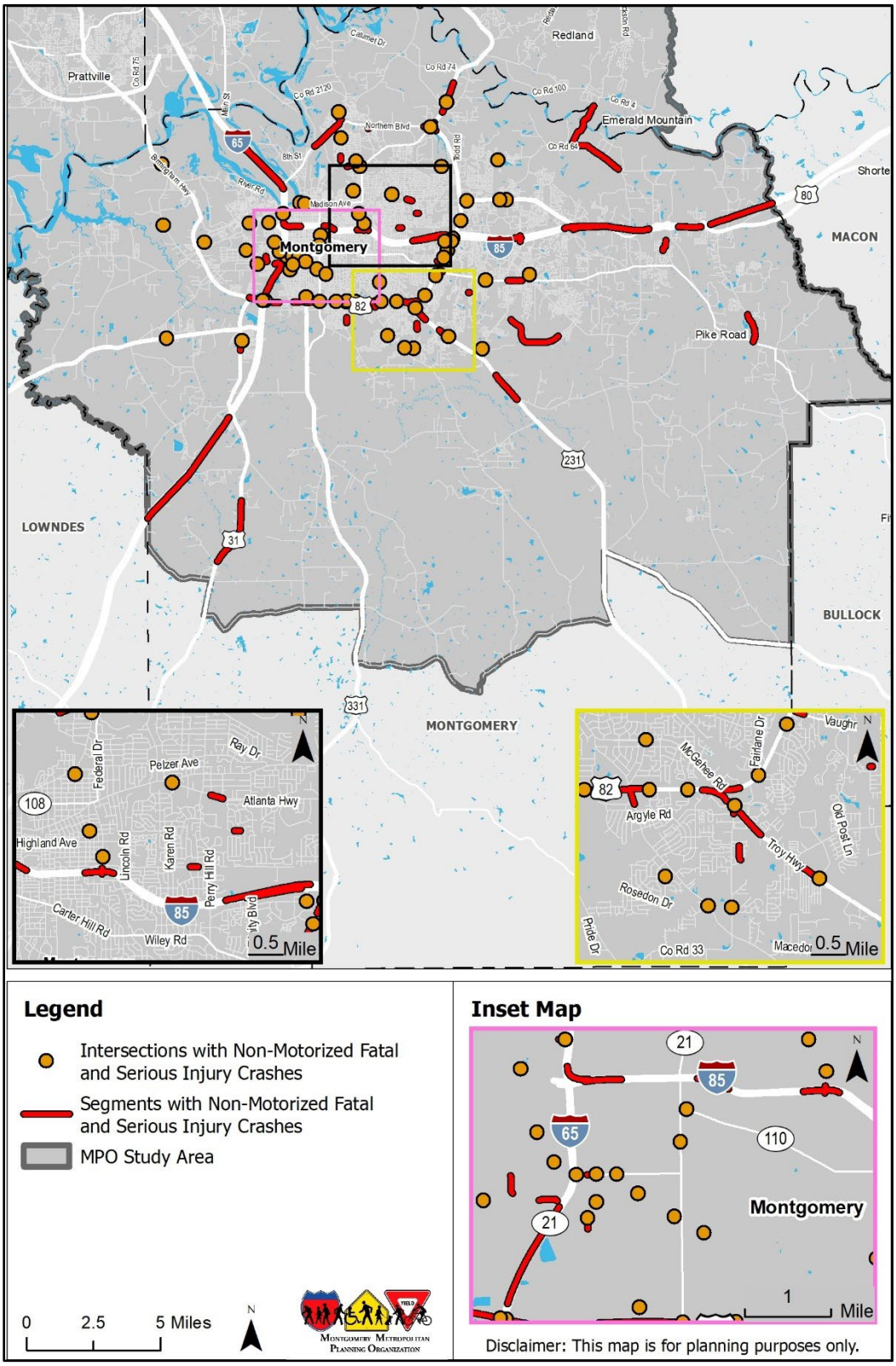
Source: Neel-Schaffer

Figure 3.13: Montgomery County High Injury Network – All Users



Source: Neel-Schaffer

Figure 3.14: Montgomery County High Injury Network – Vulnerable Users



Source: Neel-Schaffer

Table 3.8: Top Fatal and Suspected Serious Injury Segments (Autauga County), 2017 – 2023

Rank	Roadway	From	To	Location	Functional Classification	ADT	Length (mi)	Fatal Crashes	Serious Injury Crashes
1	I-65 Southbound	MPO Boundary (CR 59)	US 31 (SR 3) Off-Ramp	Urban	Interstate	23,480	5.3	2	6
2	I-65 Southbound	US 31 On-Ramp	Elmore County Line	Urban	Interstate	24,730	4.6	3	3
3	US 82 (SR 6)	CR 3	Worris Road	Urban	Principal Arterial	9,215	3.4	3	3
4	I-65 Northbound	Elmore County Line	US 31 Off-Ramp	Urban	Interstate	25,584	4.6	1	4
5	US 31 (SR 3)	CR 100	CR 61	Urban	Minor Arterial	2,427	1.6	1	4
6	I-65 Northbound	US 31 (SR 3) On-Ramp	MPO Boundary (CR 59)	Urban	Interstate	22,849	5.1	2	2
7	US 82 (SR 6)/SR 14	Doster Road Cut-Off/Industrial Park Road	Doster Industrial Parkway	Urban	Principal Arterial	20,785	0.7	0	4
8	SR 14	Simmons Road	CR 29	Urban	Minor Arterial	12,650	1.0	1	3
9	US 82 (SR 6)/SR 14	Merlin Boulevard	Jensen Road	Urban	Principal Arterial	19,033	0.2	0	3
10	SR 14	CR 3	CR 41	Urban	Minor Arterial	11,366	2.2	1	1
11	US 82 (SR 6)/SR 14	Washington Ferry Road	Doster Road Cut-Off/Industrial Park Road	Urban	Principal Arterial	20,166	0.9	0	2
12	US 31 (SR 3)	CR 85 (Alpha Springs Road)	I-65 Southbound Ramps	Urban	Minor Arterial	5,918	0.6	0	2
13	Fairview Avenue	Brookhaven Drive	Old Fairview Avenue	Urban	Principal Arterial	9,255	0.3	0	2
14	US 31 (SR 3)	Berry Lane	Forrester Drive	Urban	Minor Arterial	4,950	0.7	1	1
15	East Main Street	Shady Oak Lane	Silver Hills Drive	Urban	Principal Arterial	13,321	0.4	0	2
16	Doster Road	Summer Hill Road	Doster Road Cut-Off	Urban	Major Collector	633	1.1	0	2
17	CR 40	CR 21	CR 63	Urban	Major Collector	1,333	1.3	1	1
18	US 31 (SR 3) Northbound	Thomas Avenue	East Main Street	Urban	Principal Arterial	4,532	0.1	0	2
19	CR 40	CR 94	CR 57	Urban	Major Collector	1,631	1.0	1	1
20	Fairview Avenue	Jasmine Trail	McQueen Smith Road/Old Ridge Road	Urban	Principal Arterial	11,475	0.5	0	2

Source: Neel-Schaffer; CARE

Table 3.9: Top Fatal and Suspected Serious Injury Intersections (Autauga County), 2017 – 2023

Rank	Roadway	At	Location	Functional Classification	Entering ADT	Fatal Crashes	Serious Injury Crashes
1	East Main Street	McQueen Smith Road	Urban	Principal Arterial	27,064	1	4
2	US 82 (SR 6)/SR 14	McQueen Smith Road	Urban	Principal Arterial	19,661	0	3
3	US 82 (SR 6)/SR 14	CR 29/Gin Shop Hill Road	Urban	Principal Arterial	11,891	1	2
4	US 31 (SR 3)	US 82 (SR 6)/SR 14	Urban	Principal Arterial	26,279	0	3
5	US 82 (SR 6)/SR 14	Washington Ferry Road	Urban	Principal Arterial	20,586	1	2
6	East Main Street	Sheila Boulevard/Greystone Way	Urban	Principal Arterial	17,874	0	2
7	US 31 (SR 3) (Memorial Drive)	Wetumpka Street	Urban	Principal Arterial	15,301	0	2
8	US 82 (SR 6)/SR 14	Doster Road Cut-Off/Industrial Park Road	Urban	Principal Arterial	21,140	1	1
9	US 31 (SR 3) Northbound	Murfee Drive	Urban	Principal Arterial	9,798	0	2
10	SR 14	CR 29 West	Urban	Minor Arterial	13,234	1	1
11	SR 14	CR 3	Urban	Minor Arterial	11,219	1	1
12	Fairview Avenue	Old Farm Way	Urban	Principal Arterial	16,272	0	1
13	US 31 (SR 3) Southbound	CR 4	Urban	Principal Arterial	11,797	0	1
14	US 31 (SR 3) (Memorial Drive)	East Main Street	Urban	Principal Arterial	21,297	0	1
15	US 82 (SR 6)	SR 14/Selma Highway	Urban	Principal Arterial	21,707	0	1
16	Jensen Road	CR 4	Urban	Minor Arterial	2,951	0	1
17	US 31 (SR 3) (Memorial Drive)	Wright Street	Urban	Principal Arterial	13,377	0	1
18	East Main Street	Walmart Driveway	Urban	Principal Arterial	21,102	0	1
19	US 82 (SR 6)/SR 14	Jensen Road	Urban	Principal Arterial	19,960	0	1
20	Fairview Avenue	Chester Street	Urban	Principal Arterial	7,065	0	1

Source: Neel-Schaffer; CARE

Table 3.10: Top Fatal and Suspected Serious Injury Vulnerable User Crash Segments (Autauga County), 2017 – 2023

Rank	Roadway	From	To	Location	Functional Classification	ADT	Length (mi)	Fatal Crashes	Serious Injury Crashes
1	US 31 (SR 3)	Berry Lane	Forrester Drive	Urban	Minor Arterial	4,950	0.7	1	1
2	I-65 Southbound	MPO Boundary (CR 59)	US 31 (SR 3) Off-Ramp	Urban	Interstate	23,480	5.3	1	0
3	US 31 (SR 3)	CR 100	CR 61	Urban	Minor Arterial	2,427	1.6	1	0
4	CR 165	CR 21	Hilltop Farm Road	Rural	Major Collector	848	3.4	1	0
5	Gin Shop Hill Road	Cook Road/Mountain Lake Court	Deerwood Drive	Urban	Major Collector	2,710	0.1	1	0
6	US 82 (SR 6)/SR 14	Doster Road Cut-Off/Industrial Park Road	Doster Industrial Parkway	Urban	Principal Arterial	20,785	0.7	0	1
7	US 31 (SR 3)	I-65 Northbound Ramps	Laurel Hill Drive	Urban	Minor Arterial	6,795	0.6	0	1
8	CR 40	CR 85	Alpine Drive/EH Hunt Road	Urban	Major Collector	2,226	0.7	0	1
9	Jasmine Trail	Edinburgh Street	Fairview Avenue	Urban	Local	1,978	0.3	0	1

Source: Neel-Schaffer; CARE

Table 3.11: Top Fatal and Suspected Serious Injury Vulnerable User Crash Intersections (Autauga County), 2017 – 2023

Rank	Roadway	At	Location	Functional Classification	Entering ADT	Fatal Crashes	Serious Injury Crashes
1	East Main Street	Sheila Boulevard/Greystone Way	Urban	Principal Arterial	17,874	0	1
2	Selma Highway	Washington Ferry Road	Urban	Minor Arterial	4,970	1	0
3	CR 165	Blossom Road	Rural	Major Collector	1,263	0	1
4	CR 85 (Alpha Springs Road)	CR 104	Urban	Major Collector	931	1	0
5	Camellia Drive	Daniel Drive	Urban	Local	617	0	1
6	US 82 (SR 6)	CR 3	Urban	Principal Arterial	9,108	0	1
7	Doe Drive	Deer Run Drive	Urban	Local	183	0	1

Source: Neel-Schaffer; CARE

Table 3.12: Top Fatal and Suspected Serious Injury Segments (Elmore County), 2017 – 2023

Rank	Roadway	From	To	Location	Functional Classification	ADT	Length (mi)	Fatal Crashes	Serious Injury Crashes
1	US 231 (SR 9/SR 53)/SR 21	Fort Toulouse Road	Toulouse Village Driveway	Urban	Principal Arterial	38,487	0.4	1	4
2	US 231 (SR 9/SR 53)/SR 21	Dove Hill	Old Montgomery Highway	Urban	Principal Arterial	34,233	0.6	0	5
3	US 31 (SR 3) Northbound	Montgomery County Line	Autauga County Line	Urban	Principal Arterial	9,960	0.9	2	3
4	US 231 (SR 53)/SR 21 Northbound	Wellington Boulevard	Shokula Lane/Thrasher Road	Urban	Principal Arterial	6,009	0.5	1	4
5	SR 14 (Coosa River Parkway)	SR 111/Holtville Road	US 231 (SR 9/SR 53)/SR 21	Urban	Minor Arterial	13,593	1.5	0	4
6	SR 14	I-65 Northbound	Camp Grandview Road/Kelley Boulevard	Urban	Minor Arterial	22,634	0.4	2	1
7	I-65 Northbound/SR 14 Eastbound	US 82 (SR 6)/SR 14 On-Ramp	SR 14 Off-Ramp	Urban	Interstate	31,147	2.0	0	3
8	SR 111 (Holtville Road)	Crenshaw Road	Waterview Drive	Urban	Minor Arterial	7,025	1.7	1	2
9	I-65 Southbound/US 82 (SR 6) Eastbound	US 82 (SR 6)/SR 14 On-Ramp	Montgomery County Line	Urban	Interstate	36,771	2.1	1	1
10	SR 14 (Elmore Road)	Queen Ann Road	SR 14 (Coosa River Parkway)/SR 212	Urban	Minor Arterial	9,661	0.5	0	2
11	SR 14 (Tallassee Highway)	SR 170 (Georgia Road)	Crystal Creek Drive	Urban	Minor Arterial	11,733	0.8	0	2
12	SR 14/SR 143	McKeithen Place	Sevarage Lane	Urban	Minor Arterial	12,029	0.6	0	2
13	Bass Pro Road and Rocky Mount Road	US 82 (SR 6)/SR 14	Old Farm Lane	Urban	Minor Arterial	5,650	1.3	0	2
14	I-65 Southbound/SR 14 Westbound	SR 14 On-Ramp	US 82 (SR 6)/SR 14 Off-Ramp	Urban	Interstate	29,342	1.9	0	2
15	SR 143	CR 8 (Ceasarville Road)	Marion Spillway Road	Urban	Major Collector	2,299	1.4	0	2
16	CR 8 (Redland Road)	US 231 (SR 9/SR 53)/SR 21	Old Rifle Range Road	Urban	Major Collector	10,894	0.9	0	2
17	Cobbs Ford Road	Cobbs Ford Lane	The Exchange	Urban	Principal Arterial	20,341	0.2	0	2
18	SR 111 (Holtville Road)	Nolen Lane	Crenshaw Road	Urban	Minor Arterial	7,491	1.5	0	2
19	I-65 Southbound	US 82 (SR 6)/SR 14 Off-Ramp	US 82 (SR 6)/SR 14 On-Ramp	Urban	Interstate	26,375	0.4	0	2
20	SR 14 (Elmore Road)	Mehearg Road	McCain Road	Urban	Minor Arterial	11,080	1.5	0	2

Source: Neel-Schaffer; CARE

Table 3.13: Top Fatal and Suspected Serious Injury Intersections (Elmore County), 2017 – 2023

Rank	Roadway	At	Location	Functional Classification	Entering ADT	Fatal Crashes	Serious Injury Crashes
1	US 231 (SR 9/SR 53)/SR 21	SR 14 (Coosa River Parkway/Tallassee Highway)	Urban	Principal Arterial	32,729	0	5
2	Alabama River Parkway	Coosada Parkway	Urban	Minor Arterial	8,711	0	5
3	US 231 (SR 53)/SR 21	SR 9 (Central Plank Road)	Urban	Principal Arterial	20,603	0	5
4	SR 14	Camp Grandview Road/Kelley Boulevard	Urban	Minor Arterial	23,988	0	3
5	US 82 (SR 6)/SR 14	Legends Drive	Urban	Principal Arterial	20,736	1	2
6	SR 143 (Main Street)	Cobbs Ford Road/Alabama River Parkway	Urban	Minor Arterial	14,994	1	2
7	US 231 (SR 9/SR 53)/SR 21	Huntress Street	Urban	Principal Arterial	40,908	0	2
8	US 231 (SR 9/SR 53)/SR 21	South Main Street	Urban	Principal Arterial	21,415	1	1
9	SR 14	Knollwood Drive	Urban	Minor Arterial	15,871	0	2
10	US 231 (SR 9/SR 53)/SR 21	SR 170	Urban	Principal Arterial	29,633	0	2
11	SR 14 (Tallassee Highway)	SR 170 (Georgia Road)	Urban	Minor Arterial	17,315	0	2
12	SR 143	Culpepper Road	Urban	Major Collector	1,004	1	1
13	SR 14	SR 143 (Main Street/Deatsville Highway)	Urban	Minor Arterial	18,454	0	1
14	US 82 (SR 6)/SR 14	I-65 Northbound Off-Ramp	Urban	Principal Arterial	23,676	1	0
15	US 82 (SR 6)/SR 14	Cobbs Ford Road/Old Farm Lane	Urban	Principal Arterial	33,429	0	1
16	US 82 (SR 6)/SR 14	Bass Pro Boulevard/Legends Parkway	Urban	Principal Arterial	35,856	0	1
17	US 82 (SR 6)/SR 14	Highland Ridge Drive	Urban	Principal Arterial	32,296	1	0
18	Fairview Avenue	Interstate Court	Urban	Principal Arterial	24,958	0	1
19	Fairview Avenue	Interstate Highway Park Loop	Urban	Principal Arterial	24,459	0	1
20	Interstate Court	Business Park Drive	Urban	Local	1,778	0	1

Source: Neel-Schaffer; CARE

Table 3.14: Top Fatal and Suspected Serious Injury Vulnerable User Crash Segments (Elmore County), 2017 – 2023

Rank	Roadway	From	To	Location	Functional Classification	ADT	Length (mi)	Fatal Crashes	Serious Injury Crashes
1	SR 14 (Coosa River Parkway)	SR 111/Holtville Road	US 231 (SR 9/SR 53)/SR 21	Urban	Minor Arterial	13,593	1.5	0	1
2	Deatsville Highway	Gardenia Road	Canton Road	Urban	Major Collector	5,636	0.3	0	1
3	SR 111 (Holtville Road)	Bonners Point Road	Willow Lane	Urban	Minor Arterial	6,765	0.4	0	1
4	SR 14	I-65 Northbound	Camp Grandview Road/Kelley Boulevard	Urban	Minor Arterial	22,634	0.4	1	0
5	SR 170 (Georgia Road)	Old Georgia Plank Road	Williams Road	Urban	Minor Arterial	6,042	0.5	1	0
6	SR 14	Dismukes Road	Oak Tree Road	Urban	Minor Arterial	17,016	0.6	0	1
7	Jasmine Hill Road	Jasmine Hollow Road	Harrogate Springs Road	Urban	Major Collector	1,246	2.6	0	1
8	CR 8 (Redland Road)	Willow Springs Road/Ridgefield Drive	Starr Drive	Urban	Major Collector	7,907	0.6	0	1
9	Firetower Road	Buck Run Road	SR 14 (Tallassee Highway)	Urban	Major Collector	7,049	0.9	0	1
10	US 231 (SR 9/SR 53)/SR 21 Northbound	Canyon Road	Blue Ridge Road	Urban	Principal Arterial	15,764	0.3	0	1
11	Lightwood Road	Lewis Road	Blackberry Road	Urban	Major Collector	2,714	0.4	0	1

Source: Neel-Schaffer; CARE

Table 3.15: Top Fatal and Suspected Serious Injury Vulnerable User Crash Intersections (Elmore County), 2017 – 2023

Rank	Roadway	At	Location	Functional Classification	Entering ADT	Fatal Crashes	Serious Injury Crashes
1	SR 143	Culpepper Road	Urban	Major Collector	1,004	1	0
2	SR 143 (Main Street)	Shirley Road	Urban	Minor Arterial	7,143	0	1
3	Airport Road	Sycamore Drive	Urban	Major Collector	1,242	0	1
4	Rucker Road	Bellingrath Road	Urban	Major Collector	293	0	1

Source: Neel-Schaffer; CARE

Table 3.16: Top Fatal and Suspected Serious Injury Segments (Montgomery County), 2017 – 2023

Rank	Roadway	From	To	Location	Functional Classification	ADT	Length (mi)	Fatal Crashes	Serious Injury Crashes
1	I-65 Southbound/US 82 (SR 6) Eastbound	SR 143 On-Ramp	SR 152 (North Boulevard) Off-Ramp	Urban	Interstate	40,506	2.6	3	9
2	I-65 Northbound	Lowndes County Line	US 31 (SR 3) Off-Ramp	Urban	Interstate	19,587	4.9	4	7
3	US 80 (SR 8)/US 82 (SR 6) Eastbound	I-65 Northbound Off-Ramp	Davenport Drive	Urban	Principal Arterial	14,918	0.5	4	4
4	I-85 Southbound	Union Street Off-Ramp	Court Street On-Ramp	Urban	Interstate	50,971	0.9	0	6
5	I-85 Southbound	US 80 (SR 8)/US 231 (SR 9/SR 53)/SR 21 On-Ramp	Ann Street Off-Ramp	Urban	Interstate	61,948	1.3	1	5
6	I-85 Northbound	Forest Avenue Off-Ramp	Mulberry Street On-Ramp	Urban	Interstate	59,887	0.6	1	5
7	I-65 Northbound/US 82 (SR 6) Westbound	SR 152 (North Boulevard) On-Ramp	SR 143 Off-Ramp	Urban	Interstate	41,123	2.2	0	6
8	I-65 Northbound	US 80 (SR 8)/US 82 (SR 6) (South Boulevard) Off-Ramp	US 80 (SR 8)/US 82 (SR 6) (South Boulevard) On-Ramp	Urban	Interstate	35,461	0.4	1	5
9	Wares Ferry Road	Riverside Road	Dozier Road	Urban	Minor Arterial	9,752	0.9	1	5
10	US 80 (SR 8)/US 82 (SR 6/SR 9) (South Boulevard) Eastbound	Morrow Drive	Woodley Road	Urban	Principal Arterial	17,623	0.7	1	4
11	I-85 Southbound	Perry Hill Road On-Ramp	Ann Street On-Ramp	Urban	Interstate	64,586	1.2	0	5
12	US 82 (SR 6) Eastbound/US 231 (SR 53) Southbound	Trotman Road	US 82 (SR 6)	Urban	Principal Arterial	8,823	5.8	1	4
13	I-65 Southbound	US 31 (SR 3) On-Ramp	Lowndes County Line	Urban	Interstate	20,451	4.8	0	5
14	I-85 Northbound	US 80 (SR 8)/SR 126 On-Ramp	Macon County Line	Urban	Interstate	22,415	2.4	0	5
15	Alexander Road	US 80 (SR 8)	Ashley Road	Urban	Local	122	3.7	2	3
16	I-85 Northbound/US 80 (SR 8) Eastbound	SR 271 Off-Ramp	SR 271 On-Ramp	Urban	Interstate	31,985	0.4	1	3
17	I-85 Southbound	Mulberry Street Off-Ramp	Forest Avenue On-Ramp	Urban	Interstate	59,258	0.8	2	2
18	I-85 Southbound/US 80 (SR 8) Westbound	SR 108 On-Ramp	SR 110/SR 126 Off-Ramp	Urban	Interstate	27,130	2.7	1	3
19	US 82 (SR 6) Eastbound/US 231 (SR 53) (Troy Highway) Southbound	Provost Avenue/Bell Road	Brewster Boulevard	Urban	Principal Arterial	9,426	0.4	2	2
20	US 82 (SR 6) Westbound/US 231 (SR 53) Northbound	US 82 (SR 6)	Trotman Road	Urban	Principal Arterial	9,774	5.9	0	4

Source: Neel-Schaffer; CARE

Table 3.17: Top Fatal and Suspected Serious Injury Intersections (Montgomery County), 2017 – 2023

Rank	Roadway	At	Location	Functional Classification	Entering ADT	Fatal Crashes	Serious Injury Crashes
1	US 80 (SR 8)/US 231 (SR 9/SR 53)/SR 21 (East Boulevard)	Vaughn Road	Urban	Principal Arterial	52,850	2	6
2	US 80 (SR 8)/US 231 (SR 9/SR 53)/SR 21 (East Boulevard)	Haskell Drive	Urban	Principal Arterial	42,679	1	6
3	US 80 (SR 8)/US 231 (SR 9/SR 53)/SR 21 (East Boulevard)	Buckboard Road	Urban	Principal Arterial	36,650	1	6
4	US 80 (SR 8)/US 231 (SR 9/SR 53)/SR 21 (East Boulevard)	Carmichael Road	Urban	Principal Arterial	51,223	1	5
5	US 82 (SR 6)/US 231 (SR 53) (Troy Highway)	Virginia Loop Road/Christine Elizabeth Curve	Urban	Principal Arterial	31,363	0	6
6	US 82 (SR 6)/US 231 (SR 53) (Troy Highway)	SR 271 (Taylor Road)	Urban	Principal Arterial	28,334	0	6
7	Atlanta Highway	Bell Road	Urban	Principal Arterial	43,558	0	5
8	Atlanta Highway	McLemore Drive/Brown Springs Road	Urban	Principal Arterial	41,070	1	4
9	SR 152 (North Boulevard)	Contractor Drive	Urban	Expressway	22,000	1	4
10	US 80 (SR 8/SR 9)/US 82 (SR 6)/SR 21 (South Boulevard)	Norman Bridge Road	Urban	Principal Arterial	31,380	3	1
11	US 82 (SR 6)/US 231 (SR 53) (Troy Highway)	Cherry Hill Road	Urban	Principal Arterial	26,542	0	4
12	US 80 (SR 8)/US 82 (SR 6)/SR 21 (South Boulevard)	Rosa L Parks Avenue	Urban	Principal Arterial	28,112	0	4
13	US 80 (SR 8)/US 231 (SR 9/SR 53)/SR 21 (East Boulevard)	Hitching Post Lane	Urban	Principal Arterial	36,354	1	3
14	SR 271 (Taylor Road)	Vaughn Road	Urban	Principal Arterial	64,940	1	2
15	US 80 (SR 8)/US 231 (SR 9/SR 53)/SR 21 (East Boulevard)	Arbor Station Road	Urban	Principal Arterial	39,626	0	3
16	Atlanta Highway	US 231 (SR 9/SR 53) (East Boulevard) North Service Road	Urban	Principal Arterial	33,466	0	3
17	US 80 (SR 8/SR 9)/US 82 (SR 6)/SR 21 (South Boulevard)	Narrow Lane Road	Urban	Principal Arterial	35,845	2	1
18	Atlanta Highway	Burbank Drive	Urban	Principal Arterial	41,612	0	3
19	US 80 (SR 8)/US 231 (SR 9/SR 53)/SR 21 (East Boulevard)	Woodmere Boulevard	Urban	Principal Arterial	47,277	0	3
20	US 231 (SR 9/SR 53)/SR 21 (East Boulevard)	Shirley Lane	Urban	Principal Arterial	50,588	2	1

Source: Neel-Schaffer; CARE

Table 3.18: Top Fatal and Suspected Serious Injury Vulnerable User Crash Segments (Montgomery County), 2017 – 2023

Rank	Roadway	From	To	Location	Functional Classification	ADT	Length (mi)	Fatal Crashes	Serious Injury Crashes
1	US 80 (SR 8)/US 82 (SR 6) Eastbound/SR 21 Northbound (South Boulevard)	I-65 Northbound Off-Ramp	Davenport Drive	Urban	Principal Arterial	14,918	0.5	4	2
2	I-85 Northbound/US 80 (SR 8) Eastbound	SR 110/SR 126 Off-Ramp	SR 110/SR 126 On-Ramp	Urban	Interstate	19,908	0.6	2	1
3	I-65 Southbound/US 82 (SR 6) Eastbound	SR 143 On-Ramp	SR 152 (North Boulevard) Off-Ramp	Urban	Interstate	40,506	2.6	2	0
4	US 31 (SR 3)	Windham Road	Bush Drive	Urban	Minor Arterial	5,611	2.6	2	0
5	US 31 (SR 3) (Mobile Highway)	Green Leaf Drive	Southlawn Drive	Urban	Minor Arterial	13,677	0.3	1	1
6	SR 21 (South Boulevard)	US 31 (SR 3) (Mobile Highway)	I-65 Southbound	Urban	Principal Arterial	12,150	0.5	1	0
7	I-85 Southbound	US 80 (SR 8)/US 231 (SR 9/SR 53)/SR 21 On-Ramp	Ann Street Off-Ramp	Urban	Interstate	61,948	1.3	1	0
8	I-85 Northbound	Ann Street On-Ramp	US 80 (SR 8)/US 231 (SR 9/SR 53)/SR 21 Off-Ramp	Urban	Interstate	62,251	0.8	1	0
9	Johnson Street	Skyline Avenue	Willena Avenue	Urban	Local	146	0.2	1	0
10	US 82 (SR 6) Eastbound/US 231 (SR 53) (Troy Highway) Southbound	Provost Avenue/Bell Road	Brewster Boulevard	Urban	Principal Arterial	9,426	0.4	1	0
11	I-85 Southbound Off-Ramp	I-85 Southbound	I-65 Northbound/US 82 (SR 6) Westbound	Urban	Interstate	22,212	0.3	1	0
12	Dozier Road (Emerald Mountain Expressway)	Wares Ferry Road	Elmore County Line	Urban	Major Collector	8,879	1.8	0	1
13	Woodley Road	Elsmeade Drive	US 80 (SR 8)/US 82 (SR 6)/SR 21 (South Boulevard)	Urban	Minor Arterial	12,586	0.2	0	1
14	Park Crossing	SR 271 (Taylor Road)	Barrett Park Way	Urban	Major Collector	4,374	2.3	0	1
15	US 80 (SR 8/SR 9)/US 82 (SR 6) Eastbound/SR 21 Northbound (South Boulevard)	Morrow Drive	Woodley Road	Urban	Principal Arterial	17,623	0.7	1	0
16	US 82 (SR 6) Eastbound/US 231 (SR 53) (Troy Highway) Southbound	Virginia Loop Road/Christine Elizabeth Curve	Business Park Drive/Plaza Drive	Urban	Principal Arterial	12,350	0.5	1	0
17	SR 152 (North Boulevard) Eastbound	Jackson Ferry Road	Lower Wetumpka Road Off-Ramp	Urban	Expressway	10,214	1.2	1	0
18	I-65 Southbound/US 82 (SR 6) Eastbound	Edgemont Avenue	US 80 (SR 8)/US 82 (SR 6) (South Boulevard) Off-Ramp	Urban	Interstate	41,722	1.3	1	0
19	US 231 (SR 9/SR 53)/SR 21 (Wetumpka Highway)	Brooks Road	Motley Drive	Urban	Principal Arterial	36,659	0.4	1	0
20	Ann Street	I-85 Northbound Off-Ramp	I-85 Northbound On-Ramp	Urban	Minor Arterial	13,227	0.1	1	0

Source: Neel-Schaffer; CARE

Table 3.19: Top Fatal and Suspected Serious Injury Vulnerable User Crash Intersections (Montgomery County), 2017 – 2023

Rank	Roadway	At	Location	Functional Classification	Entering ADT	Fatal Crashes	Serious Injury Crashes
1	Fairview Avenue	Rosa L Parks Avenue	Urban	Minor Arterial	13,718	1	2
2	US 80 (SR 8/SR 9)/US 82 (SR 6)/SR 21 (South Boulevard)	Wallace Drive	Urban	Principal Arterial	34,828	1	2
3	US 80 (SR 8)/US 231 (SR 9/SR 53)/SR 21 (East Boulevard)	Carmichael Road	Urban	Principal Arterial	51,223	0	2
4	US 80 (SR 8)/US 82 (SR 6)/SR 21 (South Boulevard)	Norman Bridge Road	Urban	Principal Arterial	31,380	2	0
5	South Boulevard North Service Road	Ivy Lane	Urban	Principal Arterial	1,076	1	1
6	US 80 (SR 8)/US 231 (SR 9/SR 53)/SR 21 (East Boulevard)	Arbor Station Road	Urban	Principal Arterial	39,626	0	2
7	US 80 (SR 8)/US 231 (SR 9/SR 53)/SR 21 (East Boulevard)	I-85 Northbound Off-Ramp	Urban	Principal Arterial	51,116	0	2
8	US 80 (SR 8)/US 82 (SR 6)/SR 21 (South Boulevard)	Narrow Lane Road	Urban	Principal Arterial	35,845	1	0
9	Fairview Avenue	Edgar D Nixon Avenue	Urban	Minor Arterial	12,740	1	0
10	Ann Street	Locust Street	Urban	Minor Arterial	18,692	0	1
11	Court Street	Stuart Street	Urban	Minor Arterial	3,773	0	1
12	Lower Wetumpka Road	Park Avenue	Urban	Minor Arterial	3,329	0	1
13	Panama Street	Chapman Street	Urban	Minor Arterial	1,193	0	1
14	US 82 (SR 6)/US 231 (SR 53) (Troy Highway)	Virginia Loop Road/Christine Elizabeth Curve	Urban	Principal Arterial	31,363	0	1
15	Carmichael Road	Woods Crossing	Urban	Minor Arterial	9,956	1	0
16	US 80 (SR 8)/US 231 (SR 9/SR 53)/SR 21 (East Boulevard)	Haskell Drive	Urban	Principal Arterial	42,679	0	1
17	US 231 (SR 9/SR 53)/SR 21 (East Boulevard)	Shirley Lane	Urban	Principal Arterial	50,588	1	0
18	Atlanta Highway	Ashton Road	Urban	Principal Arterial	34,538	1	0
19	Atlanta Highway	Eastdale Road	Urban	Principal Arterial	37,645	1	0
20	US 82 (SR 6)/US 231 (SR 53) (Troy Highway)	Brewbaker Boulevard	Urban	Principal Arterial	20,260	1	0

Source: Neel-Schaffer; CARE

4.0 Underserved Community Considerations

Underserved communities are considered during the process of identifying the HIN, engaging stakeholders, and determining project priorities within the Safety Action Plan. Inclusive public outreach and input gathering are important elements in this process. Data sets provided by the FHWA and the United States Census Bureau are used to identify and locate underserved populations so that fairness can be considered in safety solutions. The underserved community analysis employed in this effort incorporates the communities required by the FHWA through Transportation Disadvantaged Communities (TDCs) and Areas of Persistent Poverty (APPs). Additionally, the plan incorporates an EJ element to identify areas which are a Community of Concern (CoC) and specific and equitable safety strategies tailored to their needs. This EJ analysis uses the same ACS year that was used to determine the TDCs.

This section discusses the methodology used to identify the TDCs, APPs, and CoCs within the MPA with an emphasis on an inclusive and equitable process.

4.1 Transportation Disadvantaged Communities

Determining TDCs

Transportation is a vital aspect of society, enabling individuals to access essential services, education, employment, and social opportunities. Despite this need, some communities face significant challenges in accessing reliable and affordable transportation options, leading to isolation, limited economic opportunities, and decreased quality of life. These communities are known as Transportation Disadvantaged Communities and are defined by the FHWA[3] as shown below.

> *"A 'Historically Disadvantaged Community' is defined by the Justice40 Interim Guidance Addendum, issued by the White House Office of Management and Budget (OMB), White House Council on Environmental Quality (CEQ), and Climate Policy Office (CPO):*
>
> 1. *Any Census Tract identified as disadvantaged in the Climate & Economic Justice Screening Tool (geoplatform.gov) (CEJST), created by CEQ, which identifies such communities that have been marginalized by underinvestment and overburdened by pollution; or*

[3] https://www.transportation.gov/grants/dot-navigator/equity-and-justice40-analysis-tools

2. *Any Federally Recognized Tribe or Tribal entity, whether or not they have land."*

The TDCs defined by FHWA are displayed in the Climate and Economic Justice Screening Tool (CEJST).

TDCs are typically characterized by limited access to affordable transportation options, including:

- public transit services,
- sidewalks,
- bike lanes, and
- safe pedestrian infrastructure.

These communities are often comprised of:

- low-income individuals,
- older adults (age 65+),
- minority populations,
- persons with disabilities, and/or
- persons living in geographically isolated or underserved areas.

The lack of accessible transportation options in these communities adds to the existing social and economic disparities.

Issues Faced by TDCs

- **Limited Access to Essential Services:** Lack of transportation options hinders access to healthcare facilities, grocery stores, educational institutions, and employment opportunities, leading to reduced quality of life and potential economic hardships.
- **Social Isolation:** Inadequate transportation prevents community members from participating in social and recreational activities, leading to feelings of isolation and exclusion.
- **Health Disparities:** Limited transportation options contribute to poor health outcomes as individuals struggle to reach medical appointments, engage in physical activities, or access healthy food options.
- **Environmental Impact:** Inadequate public transportation infrastructure may lead to increased reliance on private vehicles, resulting in traffic congestion, air pollution, and negative environmental consequences.

Location of TDCs

Within the Montgomery MPA, many areas are defined as TDCs.

- The northern area of the MPA has some TDCs. These residents may face difficulties in

accessing transportation services, such as public buses, that connect residents to vital resources and opportunities.

- The western and southwestern part of the MPA may have limited access to affordable transportation, making it challenging for residents to reach job opportunities, healthcare facilities, educational institutions, and grocery stores. The southern suburbs also show signs of TDCs within the commute areas.
- The central area of the MPA also has pockets of TDCs. These areas may have less access to public transportation options or face infrastructure challenges that hinder mobility for residents, particularly those who rely on affordable transportation.

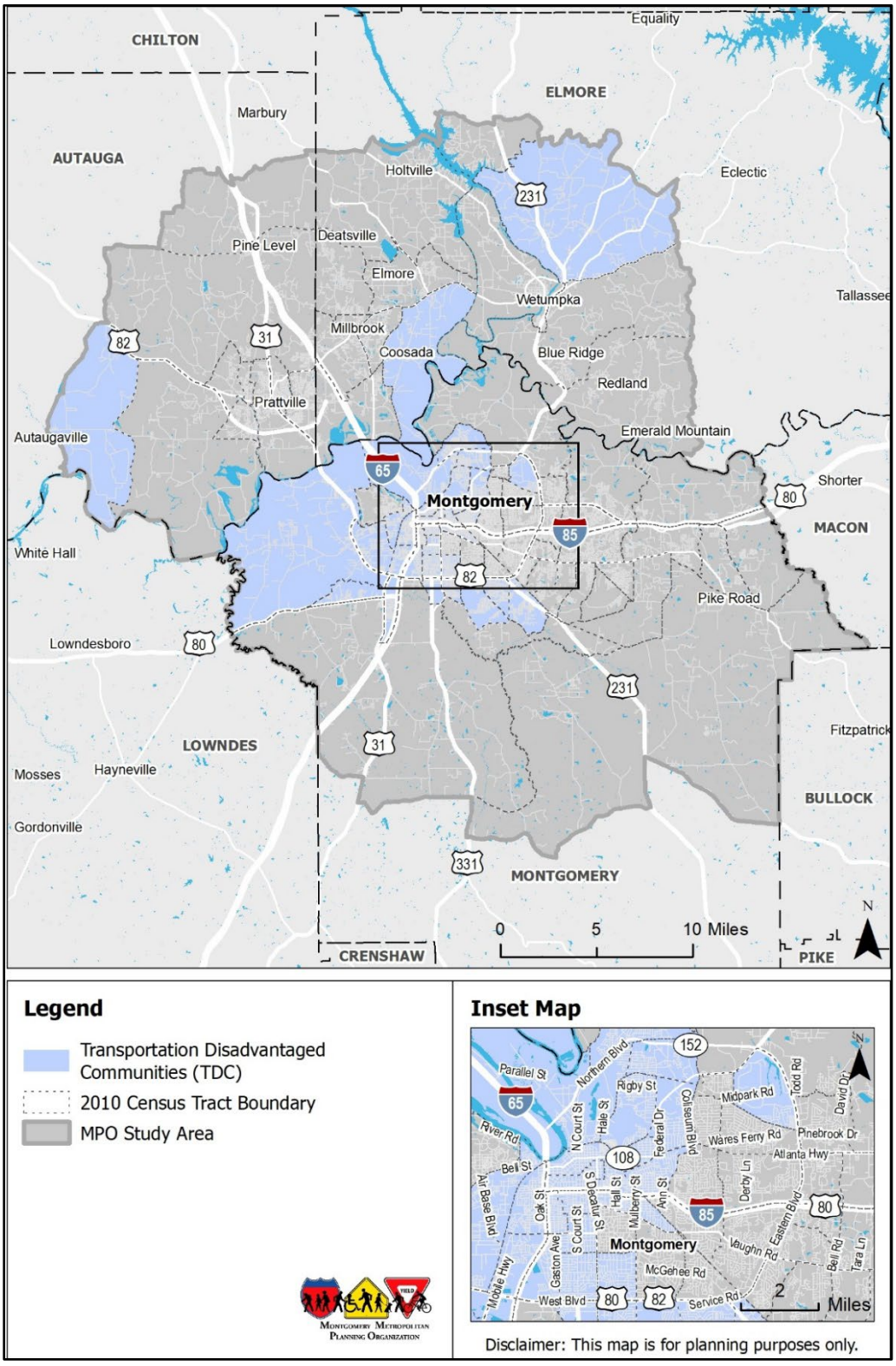
Figure 4.1 displays the TDCs in the study area.

Addressing Challenges for TDCs

To address the challenges faced by TDCs, a comprehensive and multi-faceted approach is necessary. Some potential strategies include:

- **Enhancing Public Transportation:** Expanding and improving public transit services, including increased frequency, extended operating hours, and improved accessibility for individuals with disabilities.
- **Rideshare Programs:** Developing subsidized or on-demand transportation services tailored to the specific needs of TDCs.
- **Infrastructure Improvements:** Investing in safe and accessible sidewalks, bike lanes, and pedestrian-friendly infrastructure to promote active transportation options.
- **Community Partnerships:** Collaborating with community organizations, social service agencies, and educational institutions to identify transportation needs and develop solutions.

Figure 4.1: Transportation Disadvantaged Communities



Source: FHWA

4.2 Areas of Persistent Poverty

Determining APPs

APPs within the study area were defined and identified by the FHWA through the Bipartisan Infrastructure Law (BIL). These communities also need targeted strategies to foster equitable and sustainable development while providing access to jobs and social opportunities.

According to the U.S. Department of Transportation[4] , a project falls within an APP if it meets one of the following criteria:

- The county in which the project is situated has consistently had a poverty rate of 20% or higher in all three of the following datasets: (a) the 1990 decennial census, (b) the 2000 decennial census, and (c) the most recent Small Area Income Poverty Estimates available.
- The project is located in a Census Tract where the poverty rate is at least 20%, as determined by the 2014-2018 5-year data series from the American Community Survey conducted by the Bureau of the Census.
- The project is situated in any territory or possession of the United States.

The identification process for APPs involves a comprehensive analysis of various socio-economic indicators, including income levels, educational attainment, employment rates, and access to essential services. Valuable insights are gathered from data sources such as the U.S. Census Bureau, the American Community Survey, and local government reports, which offer a clear understanding of the spatial distribution of poverty and its persistence over time.

Issues Faced by APPs

The enduring poverty within APPs can be attributed to a combination of factors, including:

- **Limited Economic Opportunities:** A shortage of diverse industries, initiatives for job creation, and access to quality employment opportunities hampers economic mobility and residents' capacity to enhance their socio-economic conditions.
- **Education Disparities:** Inequalities in accessing quality education, spanning from early childhood to vocational training, can limit residents' acquisition of skills and qualifications necessary for improved employment prospects.
- **Inadequate Infrastructure:** Insufficient infrastructure, including transportation

[4] Areas of Persistent Poverty & Historically Disadvantaged Communities | US Department of Transportation

networks and community facilities, can impede economic growth and limit access to essential services, contributing to the perpetuation of poverty.

- **Social and Racial Inequities:** Persistent poverty often intersects with social and racial inequities, and marginalized communities may face discrimination, limited social capital, and reduced access to resources and opportunities.

Location of APPs

APPs within the Montgomery MPA were identified in the following areas:

- The central and western portions of the City of Montgomery, the western portion of Autugaville, and the southwestern portions of Montgomery County are characterized by high poverty rates and limited economic opportunities. Pockets of APPs can also be seen in areas of Prattville, Millbrook, and Coosada. Residents in these neighborhoods may face barriers to accessing quality education, healthcare services, and employment opportunities, which can perpetuate the cycle of poverty.
- Residents in the northeastern part of the MPA in Elmore County may struggle with limited access to reliable transportation, affordable housing, and job opportunities. These challenges can hinder residents' ability to break free from the cycle of poverty and improve their living conditions.

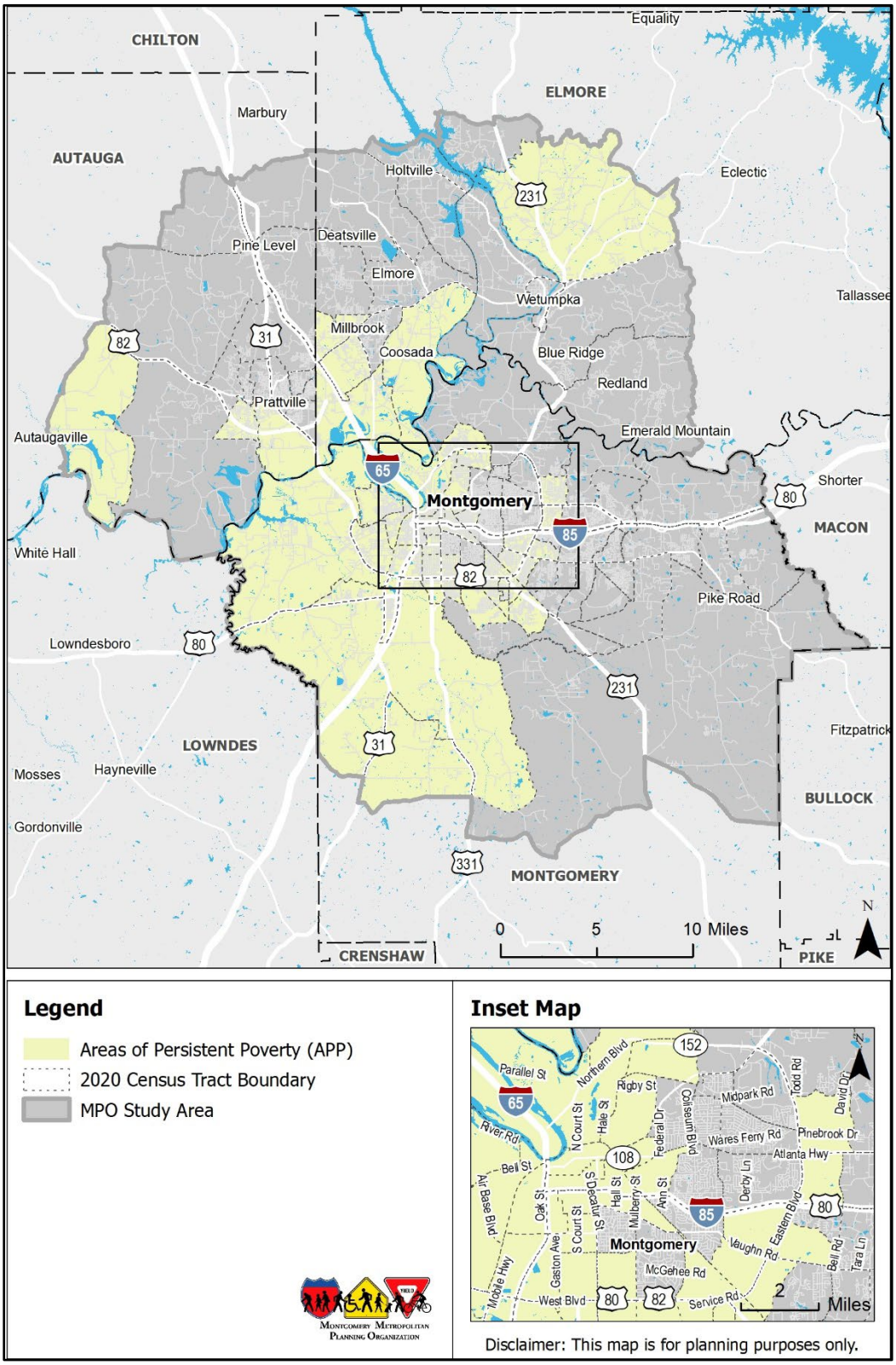
Figure 4.2 displays the APPs in the MPA.

Addressing Challenges for APPs

Strategies that can address the needs of TDCs will often be able to address the needs of APPs as well.

- **Enhancing Public Transportation:** Expanding and improving public transit services, including increased frequency, extended operating hours, and improved accessibility for individuals with disabilities. This strategy offers a lower cost transportation method that persons in poverty can use to commute.
- **Rideshare Programs:** Developing subsidized or on-demand transportation services tailored to the specific needs of those in poverty.
- **Infrastructure Improvements:** Investing in safe and accessible sidewalks, bike lanes, and pedestrian-friendly infrastructure to promote active transportation options and connectivity that allows persons in poverty to reach employment.
- **Community Partnerships:** Collaborating with community organizations, social service agencies, and educational institutions to identify transportation needs and develop solutions.

Figure 4.2: Areas of Persistent Poverty



Source: FHWA

4.3 Environmental Justice and Communities of Concern

Environmental Justice (EJ) is a critical aspect of any safety planning process. It focuses on providing equitable outcomes for all communities, particularly those that have historically faced disparities in environmental decision-making. These disparities have led to disproportionate environmental impacts on disadvantaged communities from transportation and infrastructure projects. The inclusion of the EJ analysis aligns with the broader goals of the Justice40 Initiative which emphasizes inclusivity and equitable solutions.

Determining EJ Areas and Communities of Concern

To obtain data for this analysis that is consistent with the FHWA's APP data, the American Community Survey (ACS) 2020 5-Year Estimates were used. The EJ analysis considered six populations to create a CoC indicator.

The populations analyzed during the EJ analysis included:

- **Minority Population:** Persons who are part of one or more racial or ethnic minorities.
- **Households Without a Vehicle:** Households that are heavily reliant on public transportation.
- **Poverty or Low-Income:** Persons facing persistent or increasing poverty rates.
- **Older Adults:** Persons aged 65 and older.
- **Limited English Proficiency (LEP):** Persons who face language barriers and do not speak English well or at all.
- **Persons with Disabilities:** Persons diagnosed as having a disability.

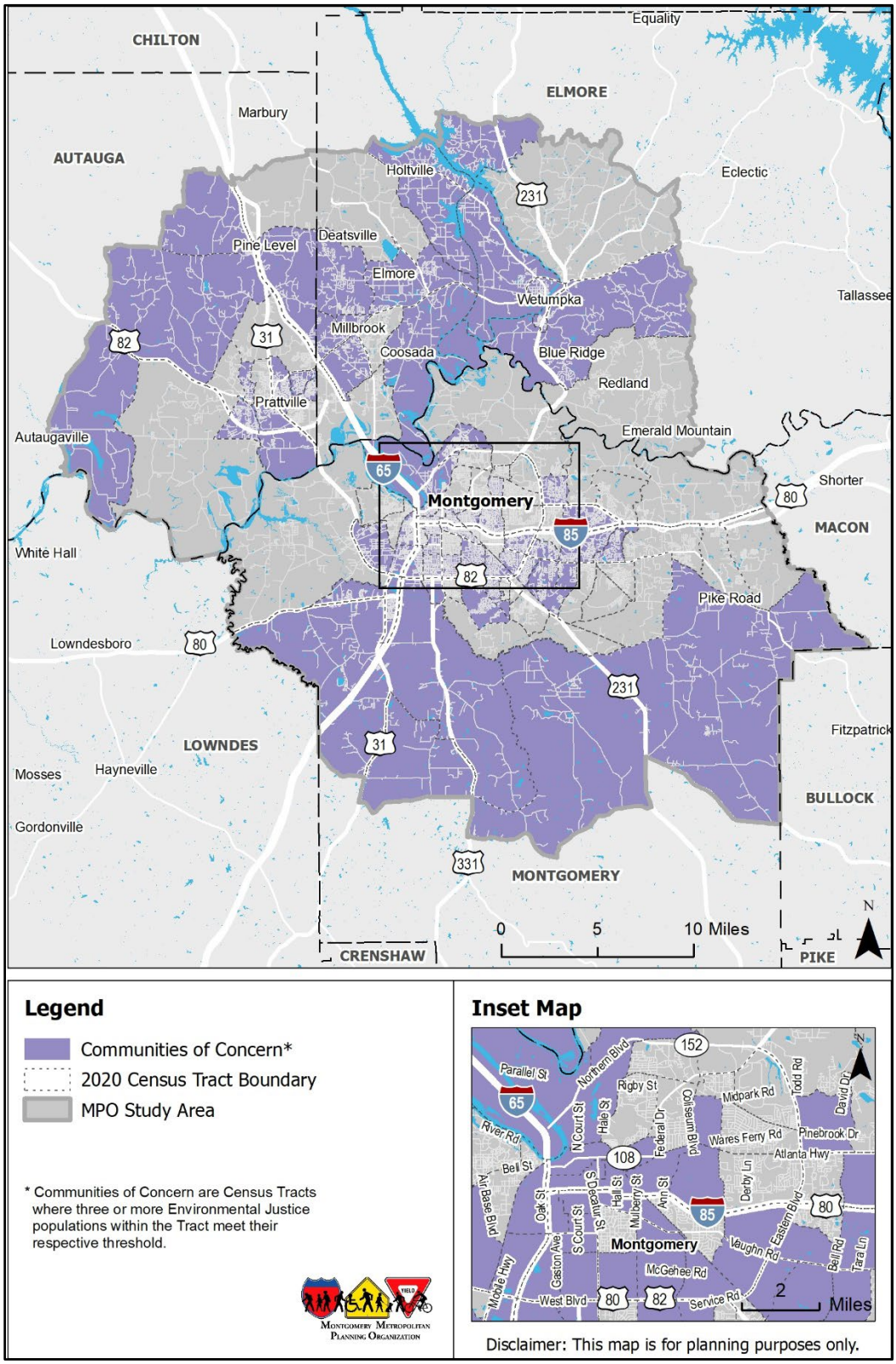
Potential EJ Census Tracts are identified where the percentage of the analyzed population that reside in the tract is higher than the county average. Tracts that contain three or more populations that qualify as potential EJ locations are considered Communities of Concern (CoCs). The MPA's CoCs, as displayed in **Figure 4.3,** are specific neighborhoods or populations that would be disproportionately impacted by environmental hazards or lack access to environmental benefits. These communities are often characterized by a high concentration of minority and low-income residents who experience increased exposure to pollution, compromised health outcomes, and limited access to green spaces and other environmental resources.

Location of Communities of Concern

The following areas comprise the Communities of Concern within the Montgomery MPA:

- The western portion and pockets of the northern part of the MPA face ongoing economic challenges and have a significant number of low-income households, minority populations, and households without vehicles. Residents in these areas might encounter difficulties in accessing quality education, healthcare, and employment opportunities. Addressing the economic disparities and promoting economic development in these areas can improve the community.
- The southern portion of Montgomery County and pockets of the central part contain large African American and Hispanic populations. These areas also have a large number of LEP people, older populations, households without vehicles, and low income populations. Environmental justice concerns may arise in these communities, including issues related to industrial pollution, inadequate access to green spaces, and infrastructure disparities. Efforts should be made to mitigate pollution and enhance the availability of green spaces and recreational facilities in these neighborhoods.
- A significant number of persons with disabilities resides in various pockets throughout the MPA. These communities may experience environmental justice concerns related to industrial pollution, lack of green spaces, and infrastructure disparities.

Figure 4.3: Communities of Concern



Source: Neel-Schaffer; ACS 2020 5-year Estimates

Addressing Challenges for Communities of Concern

To address the challenges faced by CoCs, a comprehensive and multi-faceted approach is necessary. Some potential strategies include:

- **Community Engagement and Empowerment**: Foster partnerships between community organizations, advocacy groups, and government agencies to actively involve residents in decision-making processes, provide platforms for community input, and amplify the voices of marginalized communities. This strategy also includes outreach to faith-based organizations and places where these communities gather or access services.
- **Equitable Policy Development**: Implement policies and regulations that prioritize environmental justice and promote fair treatment for all communities. Policies may include stricter pollution control measures, equitable distribution of green spaces, and targeted infrastructure investments in underserved areas.
- **Accessible Transportation:** Improve public transportation infrastructure and services in underserved communities to provide affordable, reliable, and accessible transportation options that connect residents to essential services, employment opportunities, and recreational areas.
- **Education and Awareness:** Develop educational programs and initiatives focused on environmental justice and awareness of environmental issues, health impacts, and sustainable practices. These programs can empower communities to advocate for their rights and actively participate in the improvement process.

Underserved Community Focus Groups

While Communities of Concern indicate which areas within the MPA need the greatest focus, the needs of these communities will vary depending upon their unique challenges. **Figures 4.4** -**4.9** display the locations of the various EJ communities used to determine the CoCs.

Figure 4.4 shows households without vehicles. This population group faces challenges related to transportation and mobility. Lack of personal vehicles restricts the ability to access essential services, such as healthcare, education, employment, and grocery stores. These households often rely on public transportation, shared mobility services, or walking and cycling.

The older adult population, shown in **Figure 4.5**, may face challenges related to accessing essential services, such as healthcare, social support, and transportation. Providing equitable

access to these services is crucial for their quality of life. Many of the older population coexist with households without a vehicle.

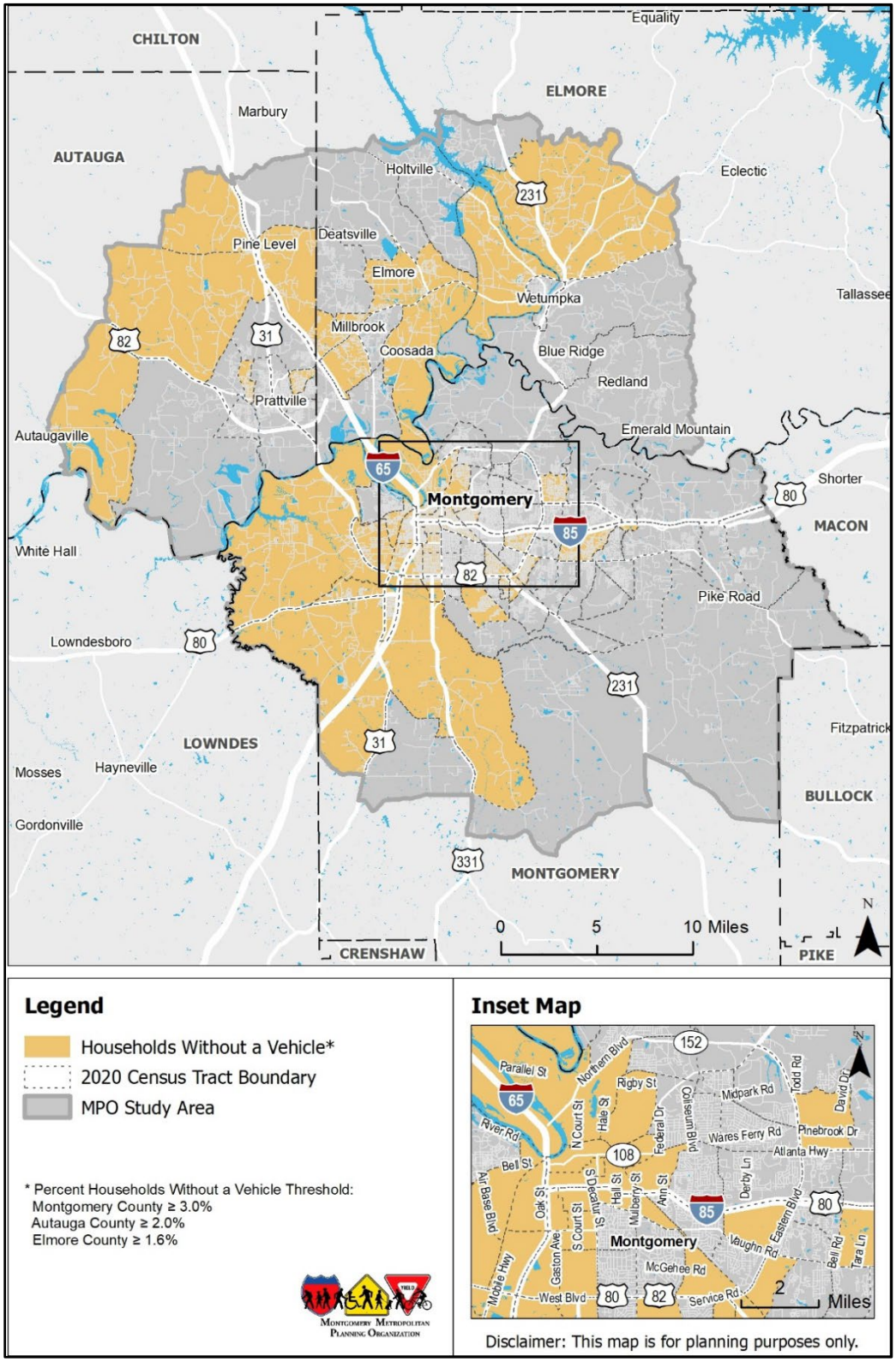
LEP population, shown in **Figure 4.6**, should have equal opportunities to enjoy and benefit from the region's offerings. Many of the LEP populations overlap with the minority and low-income groups.

Minority populations in, displayed in **Figure 4.7**, may face a disproportionate burden of environmental hazards in addition to racial discrimination. They may reside in areas with higher pollution levels, proximity to industrial sites, or inadequate access to clean air, water, and green spaces.

Transportation costs can be a significant burden for low-income households, particularly if they rely on private vehicles. Most employees within the MPA commute alone in a vehicle, while transit and non-motorized transportation use are limited. This trend affects the development of the transportation system and how low-income persons, shown in **Figure 4.8**, can access it.

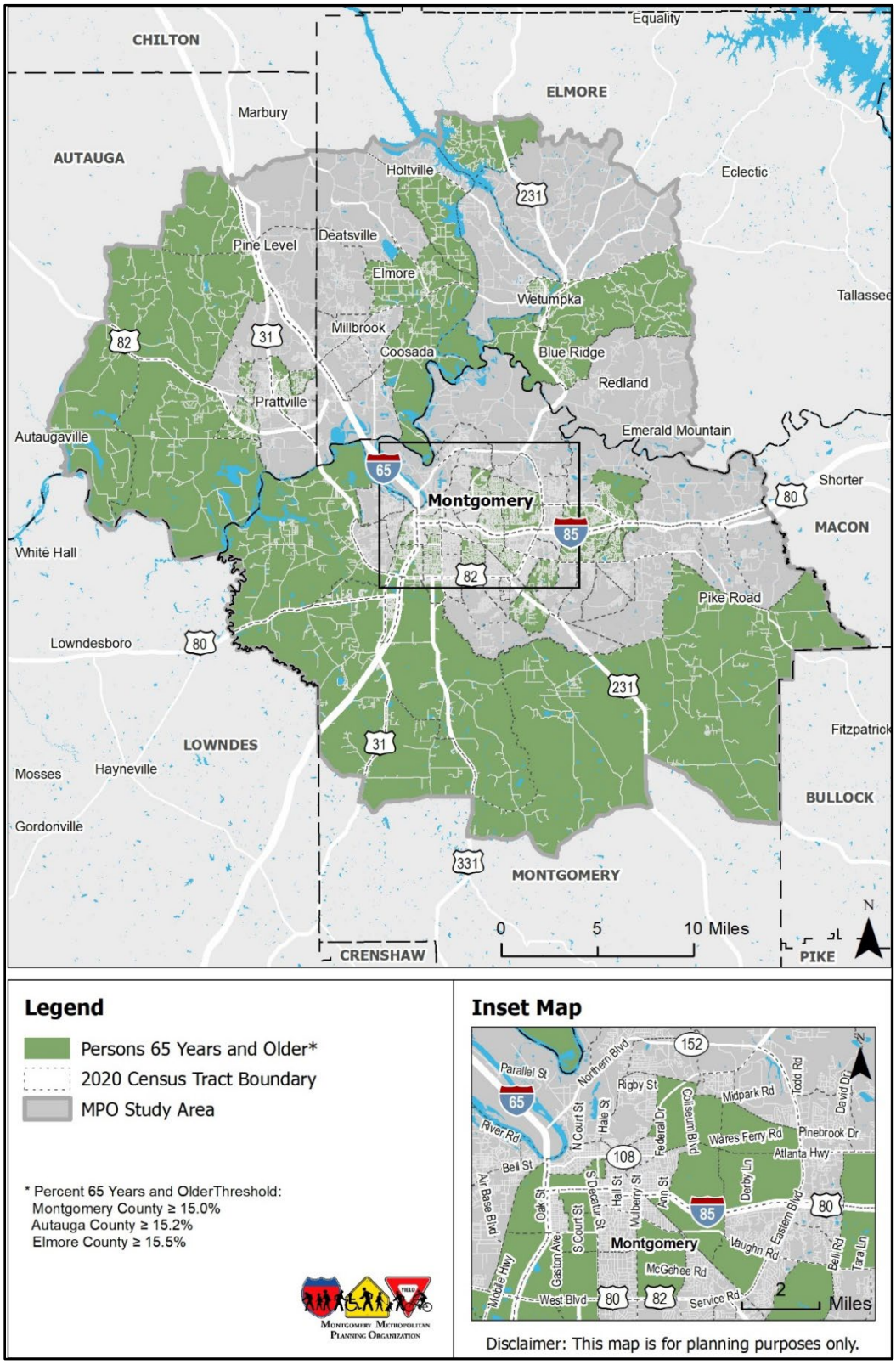
Accessible transportation options are vital for persons with disabilities, shown in **Figure 4.9**. The ability to use the transportation system provides access to education, employment, healthcare, and essential services.

Figure 4.4: Households Without a Vehicle



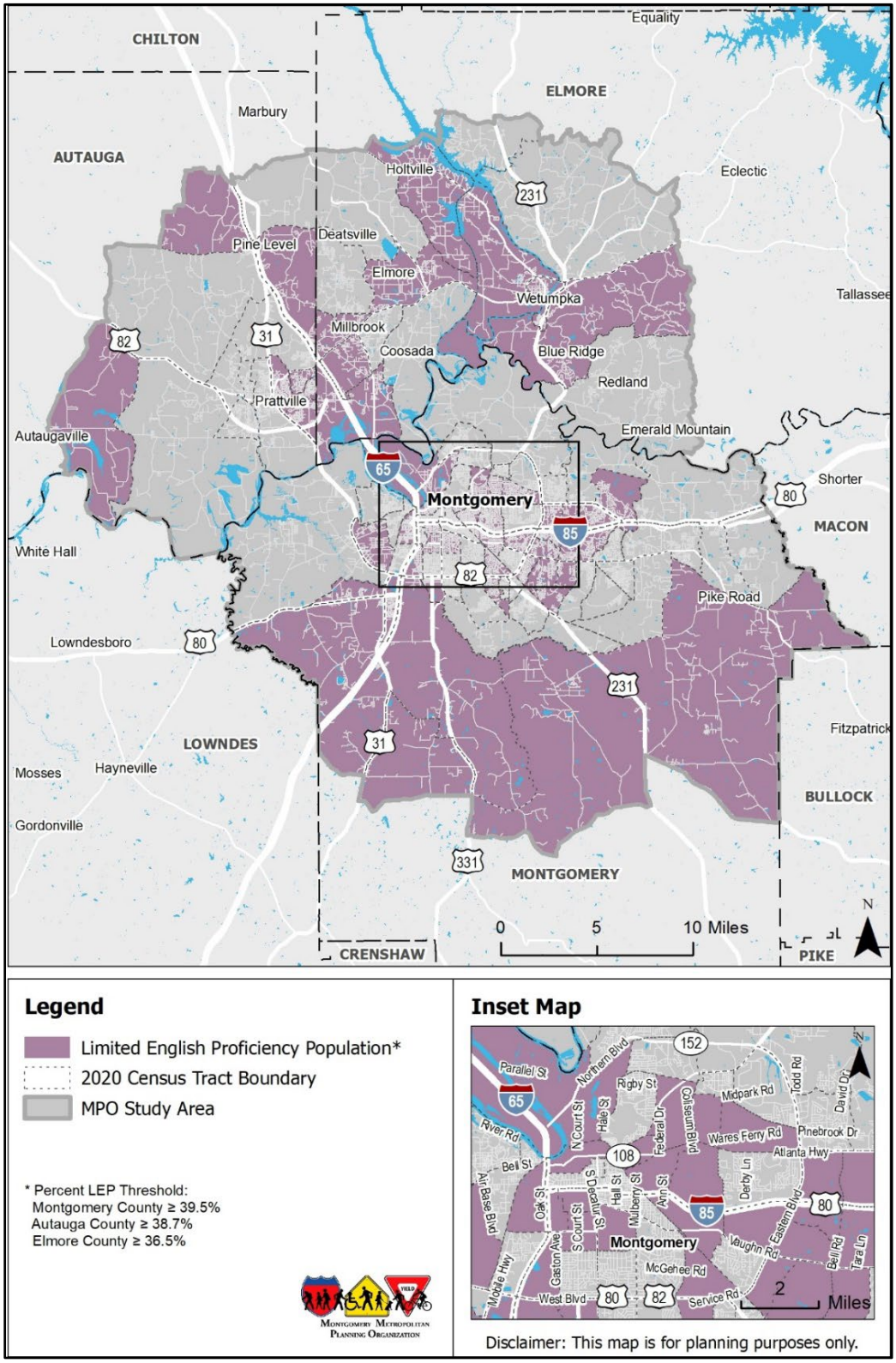
Source: Neel-Schaffer; ACS 2020 5-year Estimates

Figure 4.5: Population of 65 Years and Older



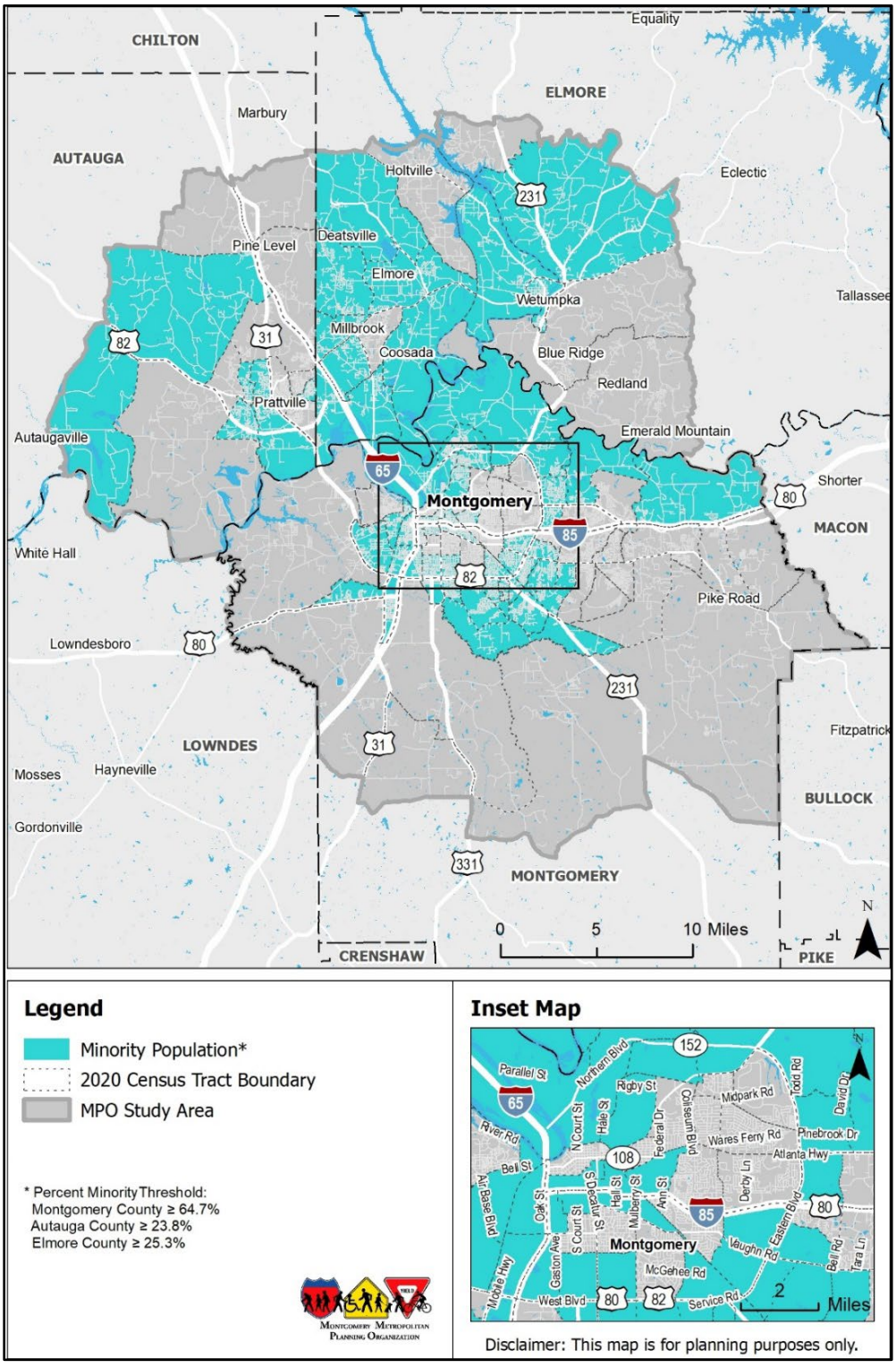
Source: Neel-Schaffer; ACS 2020 5-year Estimates

Figure 4.6: Limited English Proficiency Population



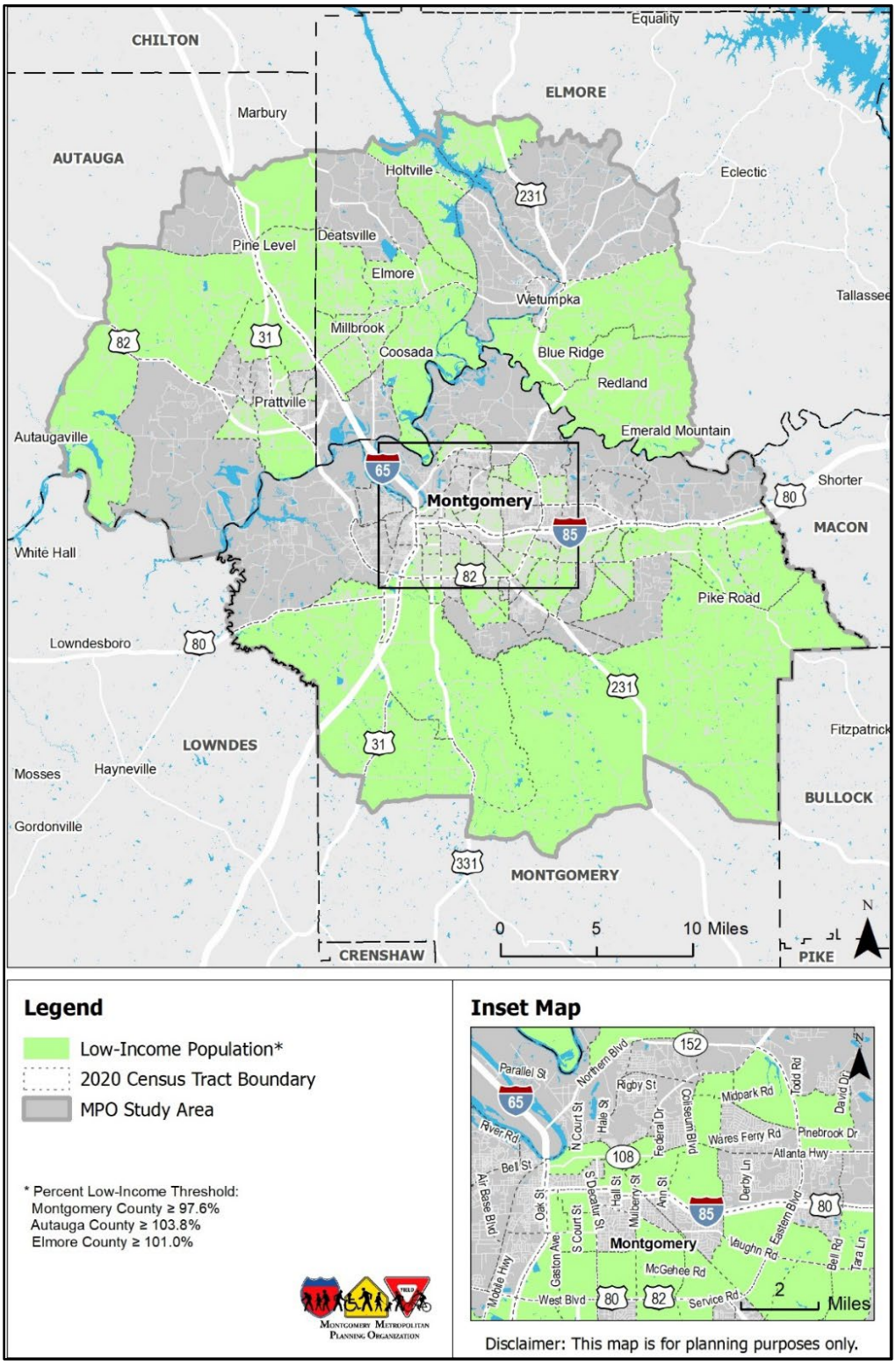
Source: Neel-Schaffer; ACS 2020 5-year Estimates

Figure 4.7: Minority Population Areas



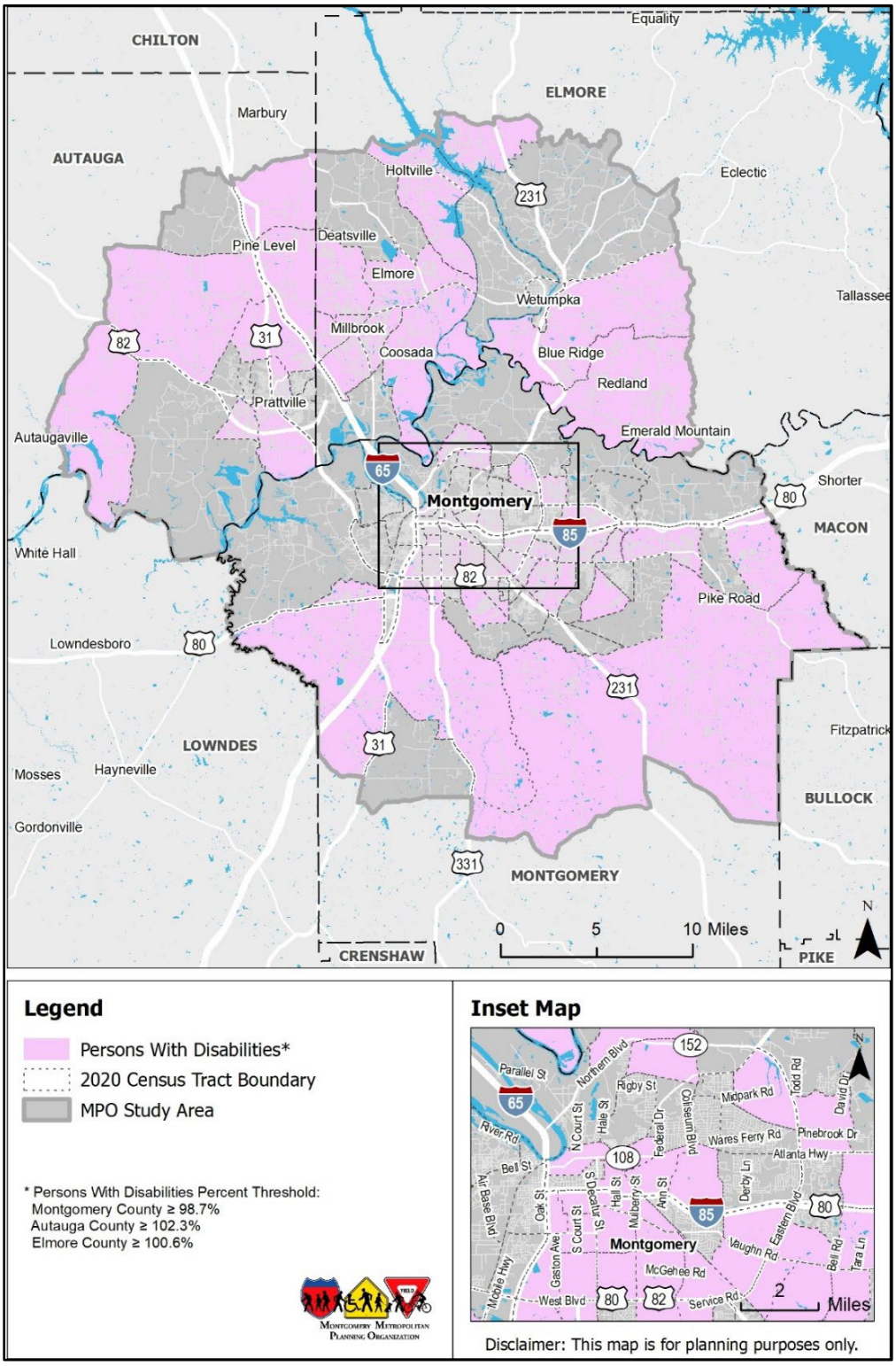
Source: Neel-Schaffer; ACS 2020 5-year Estimates

Figure 4.8: Low-Income Populations



Source: Neel-Schaffer; ACS 2020 5-year Estimates

Figure 4.9: Persons with Disabilities



Source: Neel-Schaffer; ACS 2020 5-year Estimates

4.4 Underserved Community Analysis

As discussed in the previous sections, underserved areas for the plan included TDCs, APPs, and CoCs. This data was used to develop an assessment of underserved community concerns in the study area. These underserved areas were also used during the project prioritization process which is discussed later in this report. An analysis was conducted for each underserved area in the study area to determine which areas experience a disproportionate number of specific crash types and/or severities when compared to the overall network. The results of the underserved area analysis are displayed in **Figure 4.10**.

Figure 4.10: Montgomery MPO Underserved Area Crash Analysis

	Total Crashes	Percent of Crashes	Centerline Miles	Percent of Miles	Are Crashes Disproportionate?
Study Area	82,968	100.00%	2,735	100.00%	
TDC Areas	37,936	45.72%	721	26.36%	Yes
APP Areas	40,113	48.35%	335	12.25%	Yes
CoC Areas	43,100	51.95%	528	19.31%	Yes

	Fatal Crashes	Percent of Crashes	Centerline Miles	Percent of Miles	Are Crashes Disproportionate?
Study Area	307	100.00%	2,735	100.00%	
TDC Areas	136	44.30%	721	26.36%	Yes
APP Areas	149	48.53%	335	12.25%	Yes
CoC Areas	153	49.84%	528	19.31%	Yes

	Serious Injury Crashes	Percent of Crashes	Centerline Miles	Percent of Miles	Are Crashes Disproportionate?
Study Area	1,193	100.00%	2,735	100.00%	
TDC Areas	542	45.43%	721	26.36%	Yes
APP Areas	579	48.53%	335	12.25%	Yes
CoC Areas	610	51.13%	528	19.31%	Yes

	Motorized Crashes	Percent of Crashes	Centerline Miles	Percent of Miles	Are Crashes Disproportionate?
Study Area	82,368	100.00%	2,735	100.00%	
TDC Areas	37,660	45.72%	721	26.36%	Yes
APP Areas	39,811	48.33%	335	12.25%	Yes
CoC Areas	42,796	51.96%	528	19.31%	Yes

	Non-Motorized Crashes	Percent of Crashes	Centerline Miles	Percent of Miles	Are Crashes Disproportionate?
Study Area	600	100.00%	2,735	100.00%	
TDC Areas	269	44.83%	721	26.36%	Yes
APP Areas	291	48.50%	335	12.25%	Yes
CoC Areas	310	51.67%	528	19.31%	Yes

Note: Crashes are disproportionate if the percentage of total crashes that occur in an underserved area exceeds the percentage of roadway miles within the underserved area compared to the total roadway network.
Source: CARE, 2023; Replica, 2023

Total Crashes

Figure 4.10 illustrates that all of the underserved areas (TDCs, APPs, and CoCs) within the Montgomery MPA experience a disproportionate number of crashes when compared to the overall roadway network. The disproportionate number of total crashes in the underserved areas can be attributed to a variety of factors, such as:

- Inadequate infrastructure, such as poorly maintained roads or insufficient traffic signage
- Higher concentrations of vulnerable road users, such as pedestrians and cyclists, who are more susceptible to crashes due to limited access to safe transportation options
- Socioeconomic factors, including limited access to quality transportation and higher levels of traffic congestion, which can contribute to higher incidents of crashes in these communities

Addressing these disparities requires a comprehensive approach that considers infrastructure improvements, access to safe transportation options, and community-specific safety initiatives.

Fatal Crashes

As shown in **Figure 4.10**, all of the underserved areas experienced a disproportionate number of fatal crashes within the Montgomery MPA. The disproportionate number of fatal crashes in TDCs, APPs, and CoCs can be attributed to the same factors that are shown in *Total Crashes* above. Additional factors include:

- Lack of safety features, such as clear signage or pedestrian crosswalks, which could contribute to a higher risk of crashes with serious injuries
- A higher presence of pedestrians and cyclists who may experience increased risk of serious injury in a crash since they lack the protection provided by a vehicle
- Economic factors that may limit residents' access to newer vehicles with updated safety technology that could decrease the risk of more serious outcomes in the event of a crash

Serious Injury Crashes

As shown in **Figure 4.10**, all of the underserved areas experience a disproportionate number of serious injury crashes. The disproportionate number of serious injury crashes in these underserved areas can be attributed to the same factors that are shown in *Fatal Crashes* above.

To reduce serious injury crashes, a focused strategy that includes infrastructure upgrades, increased road maintenance, and the introduction of safety measures tailored to the needs of these communities would be beneficial. Educating residents on road safety and promoting the use of safety features in vehicles could further help in reducing the rate of serious injury crashes.

Motorized Crashes

Figure 4.10 shows motorized crashes within the Montgomery MPA that involve automobiles, buses, and trucks (heavy vehicles). The data reveals a disproportionate concentration of motorized crashes within TDC, APP, and CoC areas. Factors that may contribute to the disproportionate number of motorized crashes affecting TDCs, APPs, and CoCs include:

- Inadequate road infrastructure, including poorly maintained roads and insufficient traffic control measures
- Socioeconomic factors, including limited access to quality transportation and higher levels of traffic congestion, which can contribute to higher incidents of crashes in these communities.
- Lack of safety features, such as clear signage, which could contribute to a higher risk of crashes with serious injuries

Reducing these crashes requires a multifaceted approach that encompasses infrastructure enhancements, improved access to safe transportation options, and the implementation of community-specific safety initiatives.

Non-Motorized Crashes

As shown in **Figure 4.10**, all of the underserved areas experienced a disproportionate number of non-motorized (bicycle and pedestrian) crashes within the MPA. Bicyclists and pedestrians are vulnerable users, and many residents within the underserved areas use biking and walking as their primary modes of transportation. Factors that may contribute to non-motorized crashes include:

- Higher concentrations of vulnerable road users, such as pedestrians and cyclists, who are more susceptible to crashes due to limited access to safe transportation options
- Inadequate or poorly maintained pedestrian and bicycle infrastructure, such as sidewalks, crosswalks, bicycle lanes, or trails
- Socioeconomic factors that restrict access to quality transportation and heightened levels of non-motorized traffic that increase the likelihood of non-motorized crashes occurring

Reducing non-motorized crashes requires a comprehensive approach that encompasses infrastructure enhancements, improved access to safe transportation options for non-motorized roadway users, and the implementation of community-specific safety initiatives tailored to the needs of pedestrians and cyclists.

Strategies and Needs

Strategies

- **Targeted Infrastructure Enhancements:** Identify and prioritize projects that improve transportation safety conditions in disproportionately affected underserved areas. Additional emphasis should be placed on roadways that experience higher crash rates. Example improvements include the addition of safe bicycle and pedestrian infrastructure, wider roadway lanes, improved signage, and traffic calming measures.
- **Community Engagement and Education:** Implement community outreach programs to educate residents about safe driving practices and raise awareness about the risks associated with high crash rates. Engaging the community in the improvement process fosters a sense of ownership and responsibility.
- **Collaboration with Local Authorities:** Collaborate with local law enforcement agencies to enhance traffic enforcement and implement measures to deter reckless driving behaviors. Increased presence and enforcement can contribute to a safer driving environment.
- **Environmental Justice Impact Assessment:** Conduct an in-depth, areawide, environmental justice impact assessment of Communities of Concern to identify specific environmental vulnerabilities and integrate the findings into future safety improvement strategies or prioritization during transportation planning efforts.

Needs for Improvement

- **Data Collection and Monitoring:** Establish a comprehensive data collection and monitoring system to continually assess crash rates, identify emerging patterns, and adapt improvement strategies.
- **Multi-Agency Collaboration:** Facilitate collaboration between transportation authorities, environmental agencies, and agencies that provide social services to address the multifaceted challenges posed by elevated crash rates.
- **Public Transportation Options:** Invest in and promote public transportation options as an alternative to personal vehicle usage to reduce overall traffic volumes and crash risks.
- **Equitable Resource Allocation:** Allocate funding and resources for safety improvements in an equitable manner and prioritize areas with the highest needs,

particularly areas characterized by environmental justice concerns, persistent poverty, and transportation disadvantaged communities.

5.0 Public Engagement

Public engagement played a significant role in the development of the Safety Action Plan. Receiving public input provided increased understanding of safety conditions and concerns within the Montgomery MPA. This input was used along with the technical analysis discussed in Chapter 3 to develop potential safety projects and strategies for the Safety Action Plan.

5.1 Steering Committee

The MPO's Technical Advisory Committee (TAC) was identified to serve as the Steering Committee to guide development of the Safety Action Plan. The committee members possessed technical skills and familiarity with the existing transportation network and its safety concerns. They also possessed a wealth of information that positively influenced the plan development. As technical advisers, their role was to represent the needs of citizens and organizations in the MPA. The planning team presented updates to the Steering Committee and requested their input throughout the planning process. This committee was composed of the following individuals:

- Stewart Peters – Town of Coosada
- Clayton Edgar – Town of Deatsville
- Gwen Carter – Town of Elmore
- Jerry Peters – City of Millbrook
- Patrick Dunson – City of Montgomery
- Darrell Rigsby – Town of Pike Road
- Scott Stephens – City of Prattville
- Justen Barrett – City of Wetumpka
- John Mark Davis – Autauga County
- Richie Beyer – Elmore County
- George Speak – Montgomery County
- Robert Smith – City of Montgomery (Planning)
- Holly Olesen – City of Montgomery (Public Works)
- Bubba Bowden – City of Montgomery (Traffic Engineering)
- Tommy Tyson – City of Montgomery (Land Use Planning Controls) Administrator
- Shontrill Lowe – FHWA
- Greg Clark – CARPDC
- Sam Tensley – M Transit

- Marilyn DeFee – Autauga County Rural Transportation
- Robert Shugart – ALDOT
- Barrett Dees – ALDOT
- Randy Stroup – ALDOT
- Courtney Roberts – FTA
- Stanley Biddick – ALDOT
- Lee Connor / Chris Christianson / John Morris – Montgomery ARC
- Wade Davis – Montgomery Airport Authority
- Frank Filgo – Alabama Trucking Association
- Chris Howard – ADEM

The planning team kicked off the project with the Steering Committee at their TAC meeting on November 19, 2024. Project updates were provided bimonthly to the committee throughout the development of the plan. During these meetings, the committee reviewed plan findings and provided input on local priorities and project selection. The Steering Committee is also responsible for plan implementation and monitoring.

5.2 Public Outreach – Round 1

The first round of outreach for the Montgomery MPO Safety Action Plan is also known as the Listening and Learning phase. During this phase, the planning team explained the process to develop a Safety Action Plan and requested input from the public on the community's transportation goals, concerns, needs, and priorities. This feedback was used to develop a safety vision and goals for the Region and to identify areas for safety improvements.

Multiple forms of outreach were utilized in Round 1. Project communication methods included a project webpage, news media stories, social media posts, mass emails, and public notices. An online survey was developed and distributed to area residents to collect information about transportation safety needs and priorities. Public outreach was also performed at several community events and a public engagement meeting.

This section describes the outreach activities for Round 1 and summarizes public feedback results from online survey respondents and participants at in-person outreach events.

Communications

A multi-channel communication strategy was implemented to maximize outreach and provide accessibility for a diverse audience. A project webpage, news media, social media, mass emails, and public notices were used to engage the public.

Webpage

The Montgomery MPO posted project information on their website at the following location: https://montgomerympo.org/safetyactionplan/. This page contains a project introduction with general information about the Safety Action Plan and FHWA's Vision Zero initiative. Copies of project update presentations were posted on the webpage for public viewing. The webpage was also used to provide a link to the Round 1 survey while it was active and to advertise in-person engagement opportunities. A screenshot of the webpage content for Round 1 is located in **Appendix B**.

News Media

The MPO issued a press release in the Montgomery Advertiser on December 9, 2024, to notify the public about the development of the Safety Action Plan. The press release was published for several days. It introduced the project and invited the public to take the online survey.

PUBLIC NOTICE NEWS RELEASE

FOR IMMEDIATE RELEASE
Monday, December 9, 2024

MONTGOMERY MPO REQUESTS PUBLIC INPUT ON REGIONAL TRANSPORTATION SAFETY ACTION PLAN

MONTGOMERY MPO, ALABAMA – The Montgomery Metropolitan Planning Organization (MPO) is developing a Regional Safety Action Plan to help reduce fatalities and serious injuries across its transportation system in portions Montgomery, Elmore and Autauga Counties and in cities and towns in each county. The public is invited to take an online survey to identify risk factors and locations in need of safety improvements. The survey is available from December 9th through January 10th at: https://metroquestsurvey.com/zq0u0c.

The MPO will also be requesting public input for the plan at several upcoming community events.

This plan will conform to the Safe Streets for All (SS4A) Safety Action Plan requirements set forth by the U.S. Department of Transportation and the Federal Highway Administration. The completion of the plan will allow the MPO and its jurisdictions to apply for implementation of capital construction grant funds through the federal discretionary grant program.

To learn more about the Safety Action Plan, visit https://montgomerympo.org/safetyactionplan/.
#10840164; 12/10, 12/11, 12/13/2024

An article was published in the Montgomery Independent on January 17, 2025, to describe the plan and advertise the public meeting. A copy of this article is in **Appendix B**.

Mr. Robert Smith, Montgomery Planning Director and MPO Secretary, gave a live TV interview on January 22, 2025. In addition, reporters from WAKA Channel 8 and WSFA Channel 12 attended the public engagement meeting on February 5, 2025, where Mr. Smith was interviewed again. Their coverage was aired on television and uploaded to YouTube. An example of a news story is included in **Appendix B**.

Social Media

The Montgomery MPO posted multiple announcements on Facebook throughout the first round of outreach to introduce the Safety Action Plan, request survey participation, and announce outreach events. Member jurisdictions also posted information about the project on their social media sites. A sample of social media posts released during Round 1 is included in **Appendix B**.

Emails

Throughout the plan development, the MPO sent several mass emails to the three MPO committees: Technical Advisory Committee, Citizen Advisory Committee, and MPO Policy Board. These emails included requests to:

- Send locations of known safety issues,
- Share plans, policies, and procedures from their agencies,
- Provide feedback by taking the online survey and sharing the survey link, and
- Publicize the public outreach events.

Mass emails were also sent via the City of Montgomery Neighborhood Services Department to approximately 100 neighborhood associations to announce public outreach opportunities.

In addition, each MPO member jurisdiction was contacted by email with a request to share the survey link through their newsletters, group emails, and social media.

Public Notices

A public notice was issued to announce a public engagement meeting for the project on January 22, 2025. Unfortunately, this event was postponed due to inclement weather, so another public notice was issued to announce the rescheduled public engagement meeting on February 5, 2025.

PUBLIC MEETING NOTICE

Montgomery Metropolitan Planning Organization (MPO) Transportation Safety Action Plan Public Engagement/Public Input Meeting

The Montgomery Metropolitan Planning Organization (MPO) announces that a public meeting will be held to engage the public for input into the development of a Regional Safety Action Plan that covers portions of Montgomery, Elmore and Autauga Counties and Cities and Towns within each county. The Regional Safety Action Plan is being developed to plan for and help prevent roadway fatalities and serious injuries for Montgomery area motorists, pedestrians, bicyclists and transit riders.

The Montgomery MPO needs the publics input into the development of the Regional Safety Action Plan in order to guide the development of the Plan and help identify safety challenges and needed improvements throughout the region's transportation system. Help Plan a safer transportation system throughout the Montgomery Area with your input!

The public engagement meeting will be an open house style format meeting where citizens can walk-in at their leisure to talk to MPO Transportation Planning Staff and Consulting Firm Staff about needed safety action problems, issues or improvements.

The following public engagement meeting is scheduled as follows:

Date: Wednesday, February 5th, 2025
Time: 5:30pm – 7:00pm
Location: City of Montgomery - City Hall
103 North Perry Street
Montgomery, AL 36104
City Hall Auditorium

For more information about Safety Action Plan please visit the MPO website at https://montgomerympo.org/safetyactionplan/ or call Mr. Robert Smith, Director of Planning, Department of Planning, City of Montgomery/Montgomery MPO, Montgomery, Alabama at (334) 625-2218 or email him at rsmith@montgomeryal.gov If you have disability that requires assistance, please contact the MPO Staff at least 72 hours before the meeting at the number listed above so that accommodations can be made.

ALL MEETINGS ARE OPEN TO THE PUBLIC.

Marketing Materials

Poster

The following poster was developed to introduce the project and provide a link to the project survey through a Quick Response (QR) code. This poster was sent to member jurisdictions and displayed at the public engagement meeting.


YIELD
MONTGOMERY METROPOLITAN
PLANNING ORGANIZATION
SAFETY
ACTION PLAN
Help us plan a safer travel experience for
motorists, pedestrians, bicyclists,
and public transit riders.
Visit https://metroquestsurvey.com/zq0u0c
or scan the QR code to take the survey.
Your input will help
guide plan development!

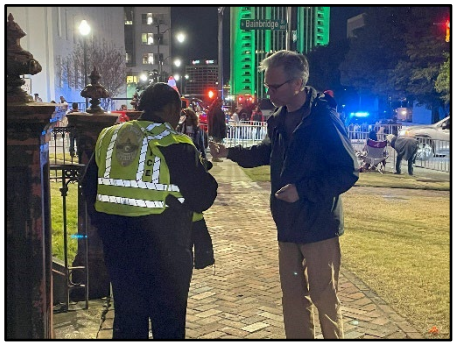
Business Cards

Business cards were developed to introduce the project and advertise the survey. These cards directed recipients to the survey via a QR code. Business cards were distributed at all in-person outreach events, during public meetings, and at various locations throughout the MPO area.

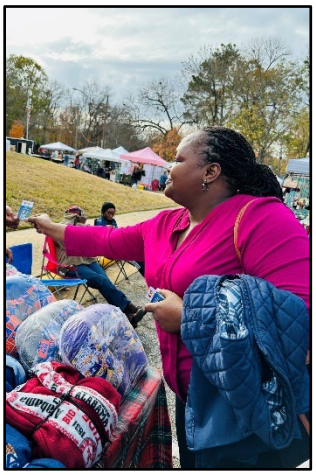
Survey

The MetroQuest platform was used to develop an online interactive survey to obtain public feedback for the Safety Action Plan. Respondents were asked to select their top behavioral and infrastructure risk factors and identify specific locations where they have safety concerns. Optional demographic data was collected on the last page of the survey. The survey was open from December 9, 2024, to February 12, 2025. Screenshots of the five survey slides can be viewed in **Appendix B.**

Outreach Events



The consultant team performed public outreach for the project at the Montgomery Christmas Parade on December 13, 2024. During this event, the team engaged people in conversation about transportation safety needs throughout the region. They also distributed nearly 250 project business cards and encouraged people to take the survey.



The consultant team performed similar outreach at Christmas on the Coosa in Wetumpka on December 14, 2024. During this event, 100 business cards were distributed at vendor booths, the classic car show, and the food court.

A public engagement meeting was held at Montgomery City Hall on February 5, 2025. Team members distributed business cards to the public and invited them to participate in a hands-on exercise where they answered survey questions by placing sticky dots on posters to identify their top behavioral and infrastructure safety concerns. They were also asked to share specific locations where transportation safety issues were observed or safety improvements were needed. This event was covered by several news reporters. **Appendix B** includes a copy of the attendance sheet and posters used at the public engagement meeting.

Public Feedback

A total of 254 people responded to the online survey. Additional people participated in the interactive exercise at the in-person outreach event. These results were combined to identify keywords and trends. Overall, respondents ranked distracted driving as their top behavioral concern, followed by speeding and red light running. Respondents ranked unsafe intersections as their top infrastructure concern. Poor roadway design ranked second, insufficient law enforcement ranked third, and lack of roadway lighting ranked fourth.

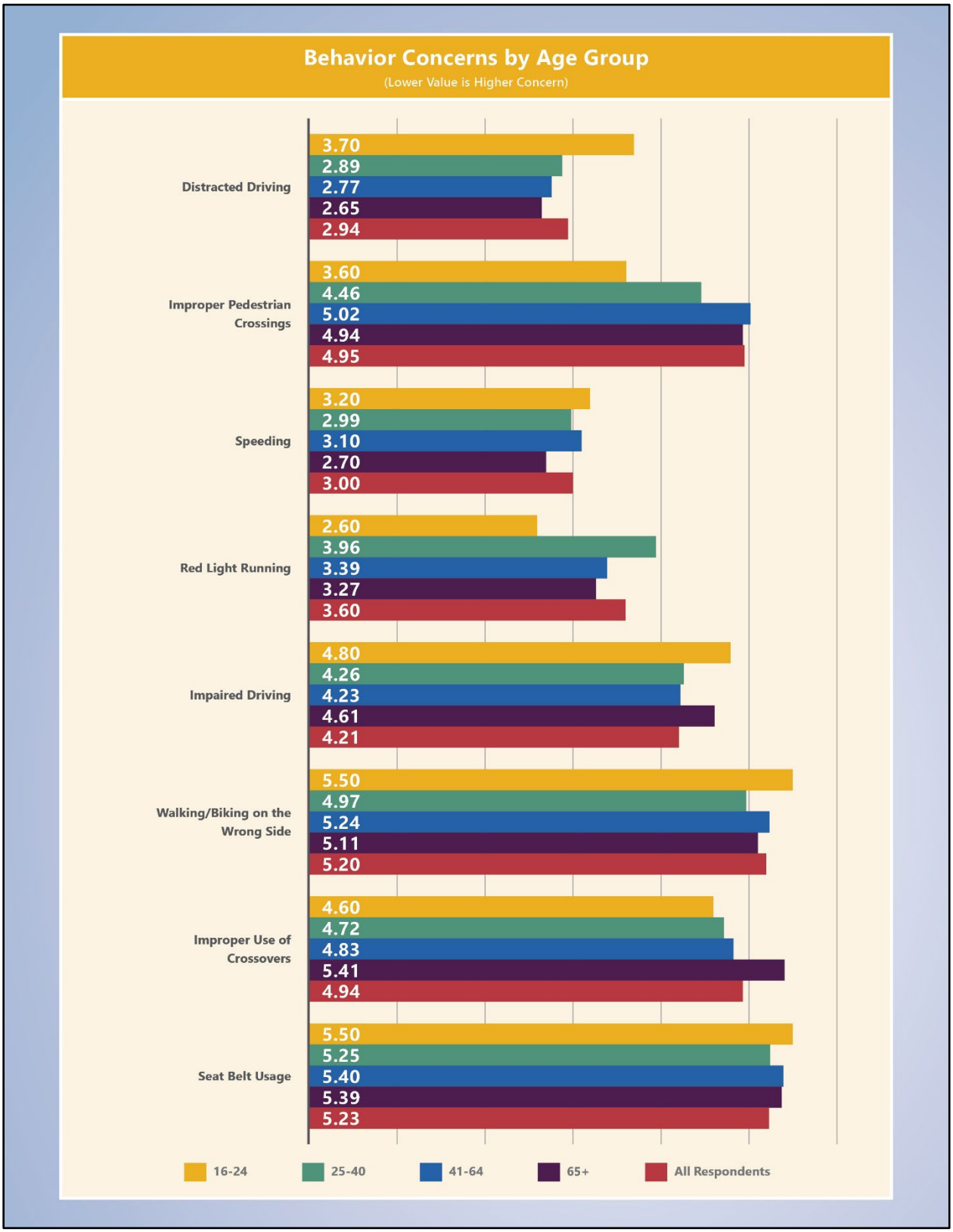
Figure 5.1 displays key findings by category. Keywords were identified for needs and potential solutions, existing concerns, and roadways and intersections. The larger the keyword, the more times it was mentioned.

Demographic data provided in the online survey was used to analyze behavior and infrastructure concerns by age group, minority status, and poverty status (**Figures 5.2 - 5.7**). These results provide important insights into how underrepresented communities rate safety concerns. Finally, safety concerns are displayed by category in heat maps where yellow and red reflect locations of highest concern (**Figures 5.8 – 5.13**).

Figure 5.1: Key Findings by Category

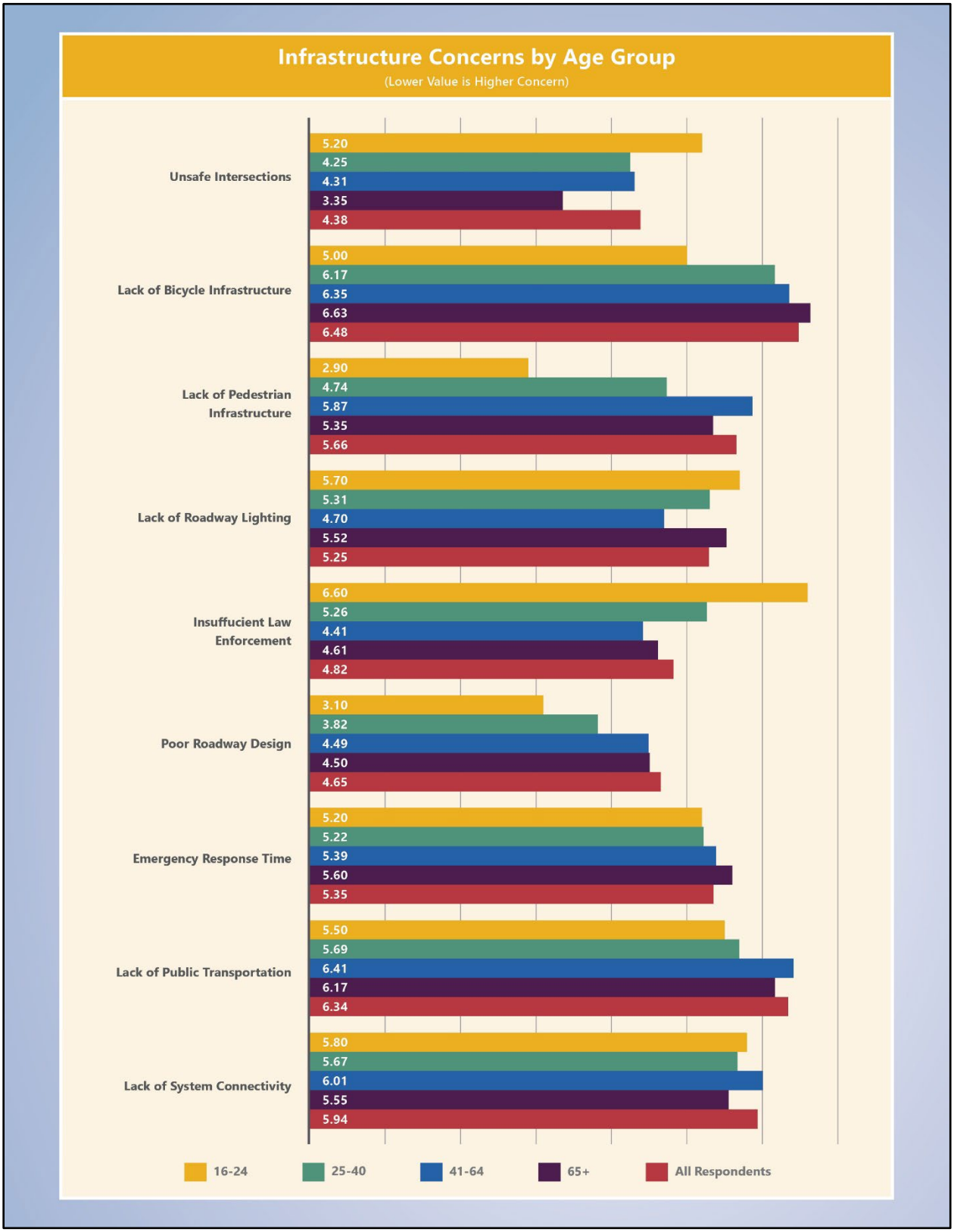
Source: Neel-Schaffer

Figure 5.2: Behavior Concerns by Age Group



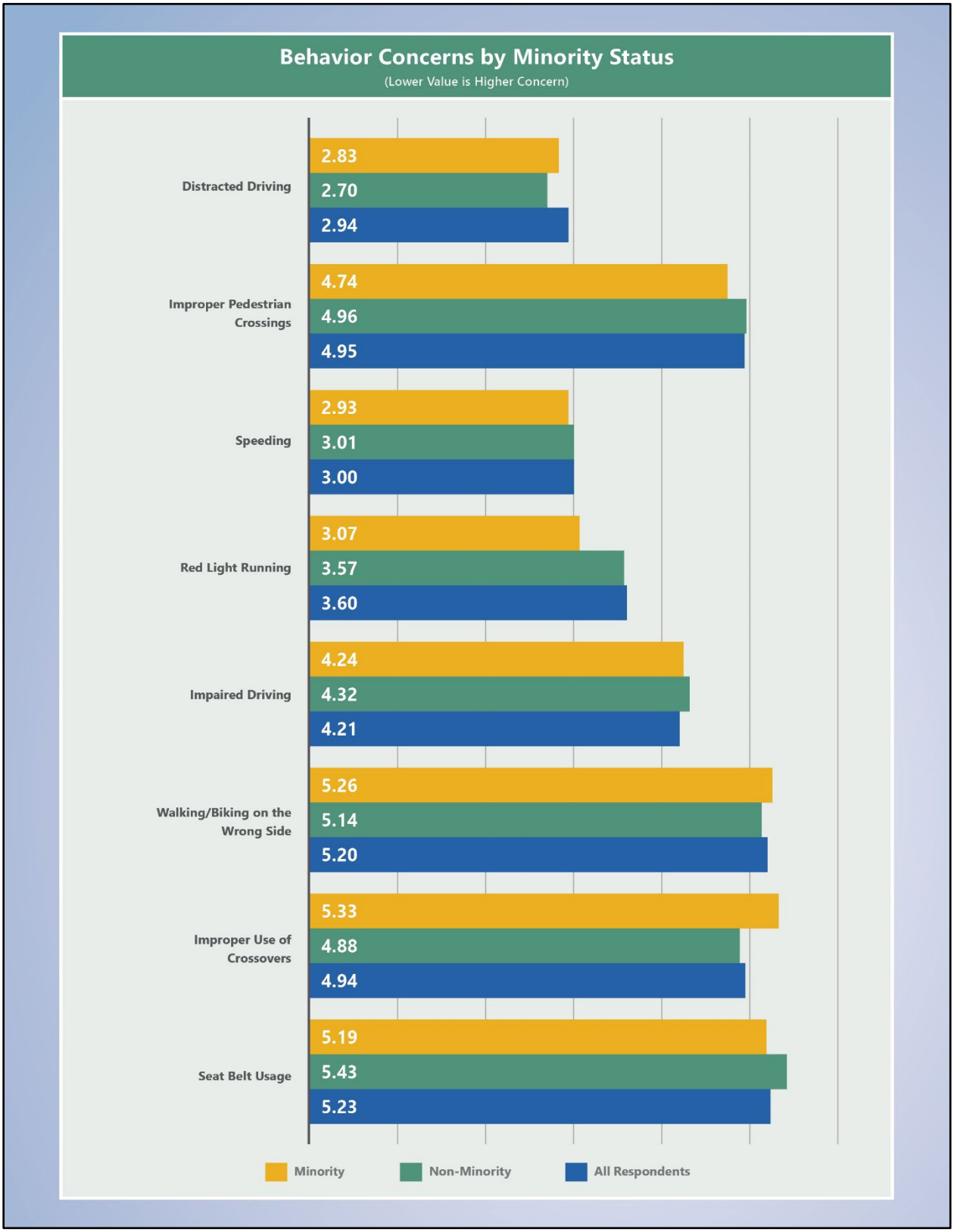
Source: Neel-Schaffer

Figure 5.3: Infrastructure Concerns by Age Group



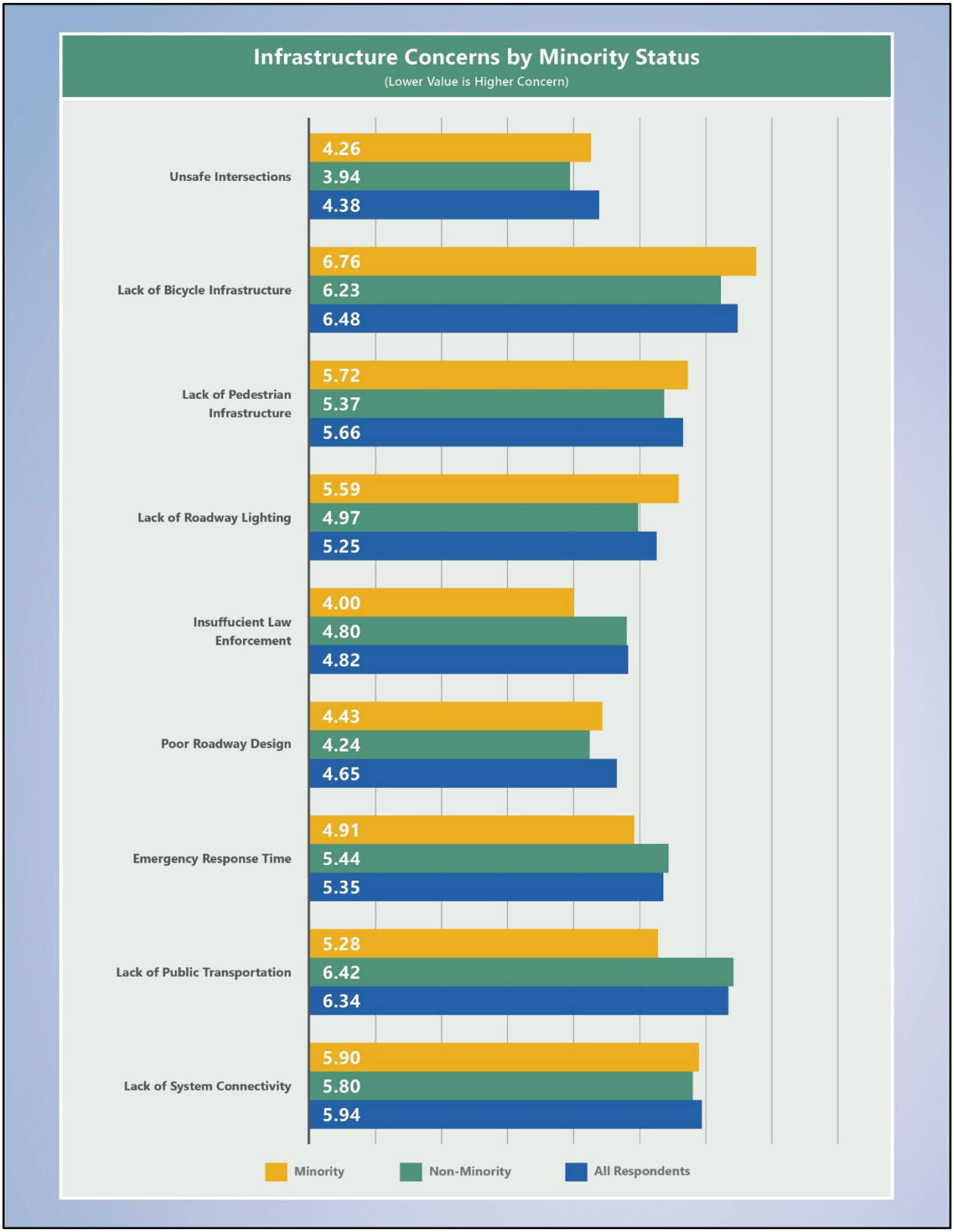
Source: Neel-Schaffer

Figure 5.4: Behavior Concerns by Minority Status



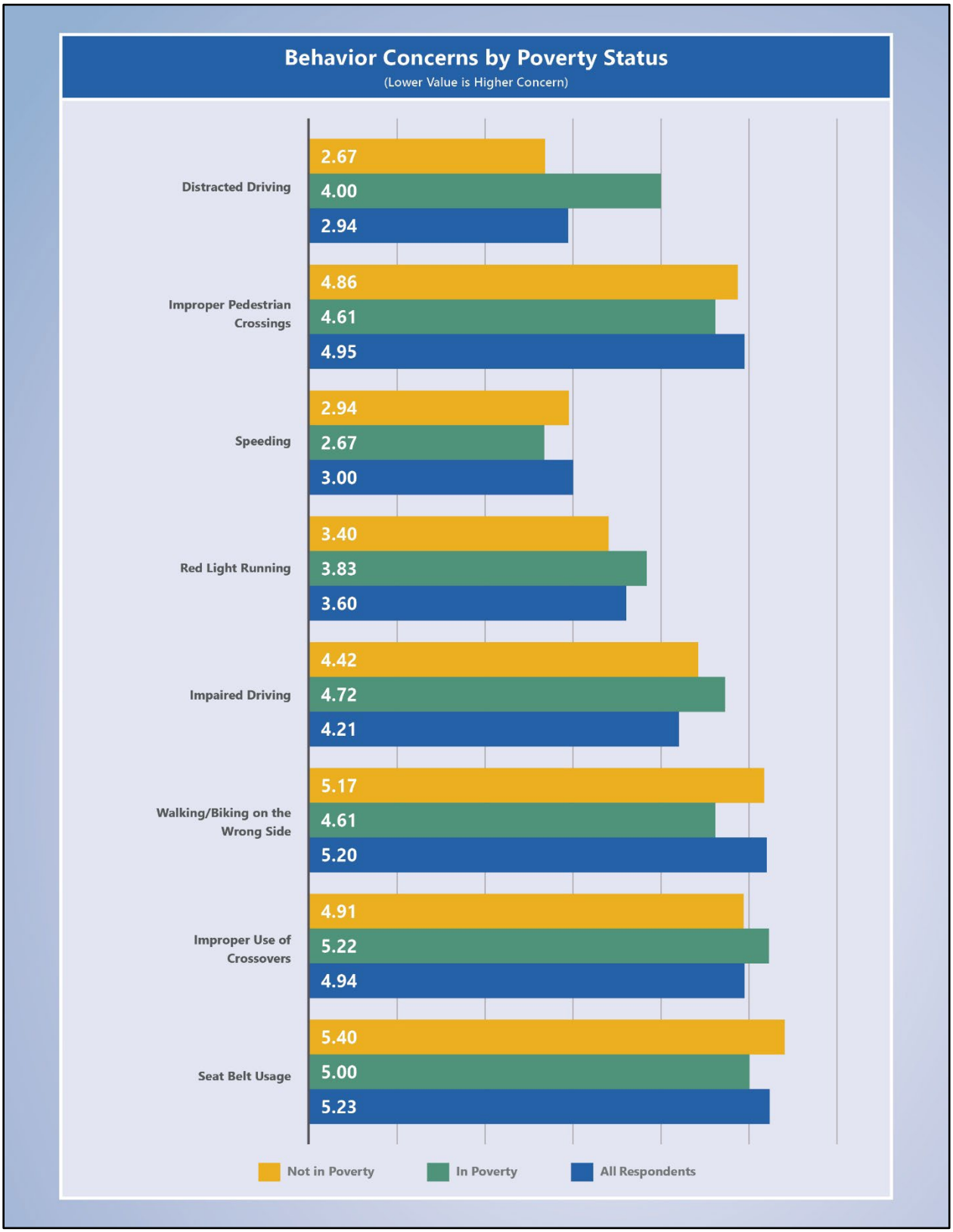
Source: Neel-Schaffer

Figure 5.5: Infrastructure Concerns by Minority Status



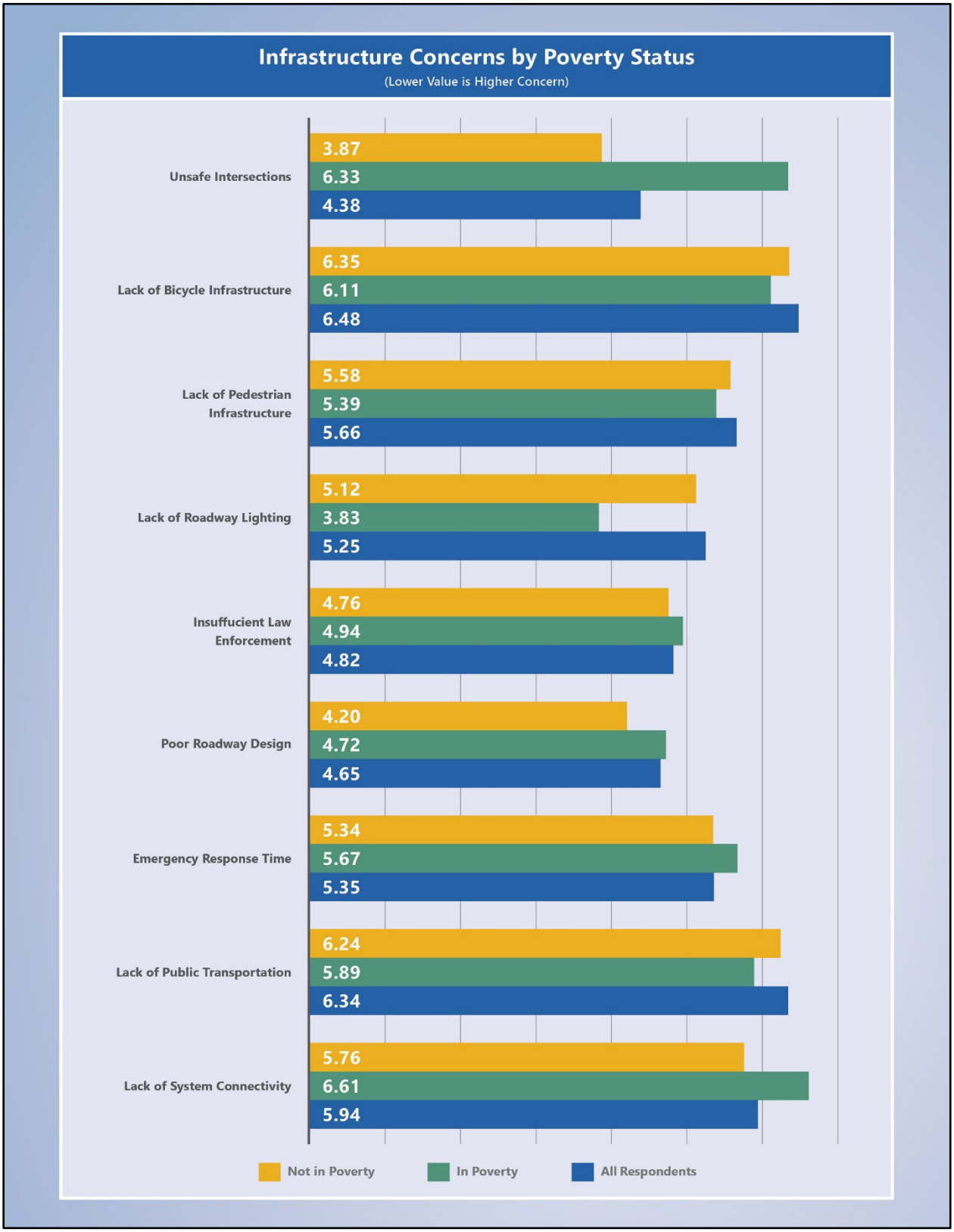
Source: Neel-Schaffer

Figure 5.6: Behavior Concerns by Poverty Status



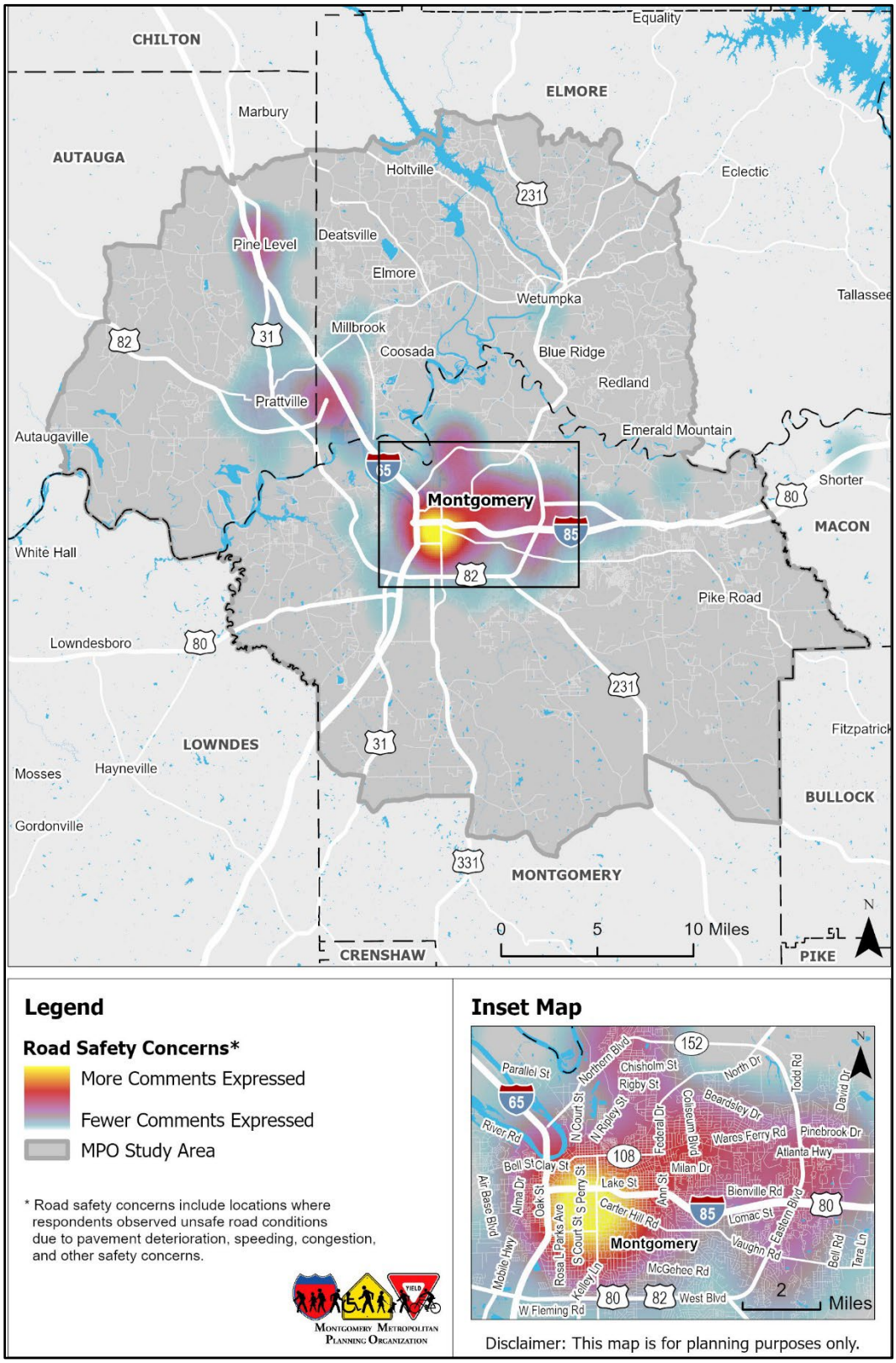
Source: Neel-Schaffer

Figure 5.7: Infrastructure Concerns by Poverty Status



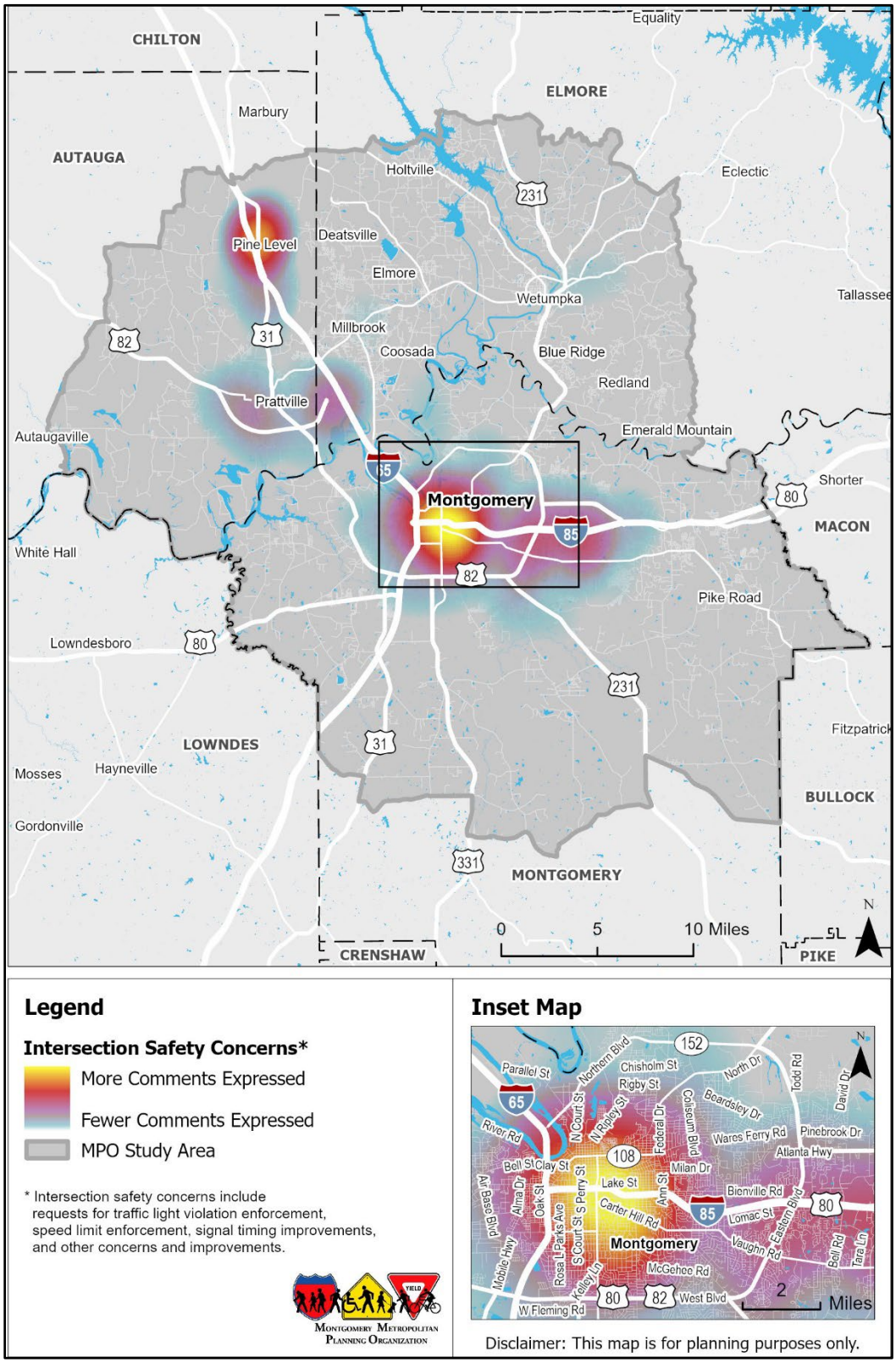
Source: Neel-Schaffer

Figure 5.8: Heat Map Showing Road Safety Concerns



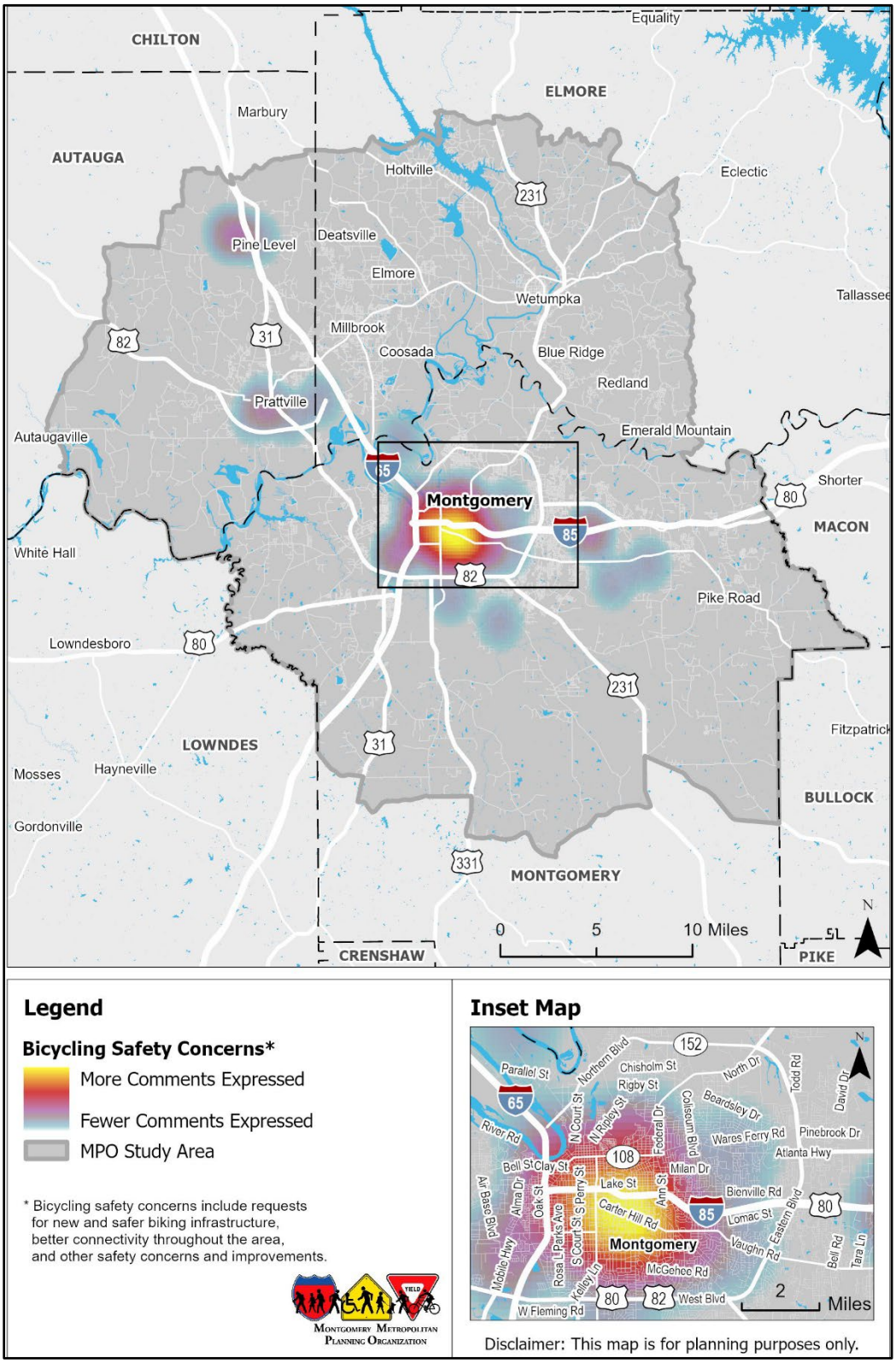
Source: Neel-Schaffer

Figure 5.9: Heat Map Showing Intersection Safety Concerns



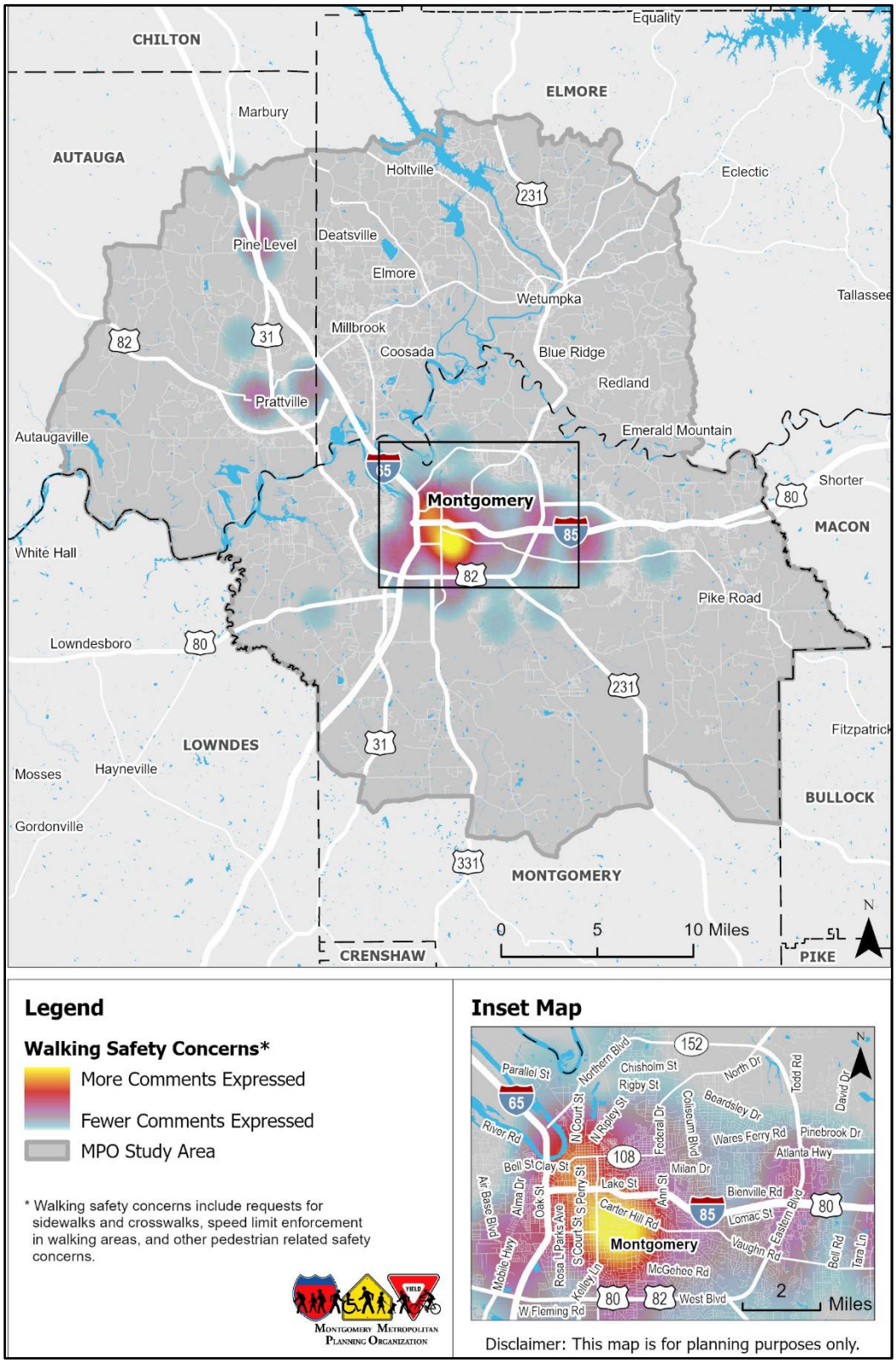
Source: Neel-Schaffer

Figure 5.10: Heat Map Showing Bicycling Safety Concerns



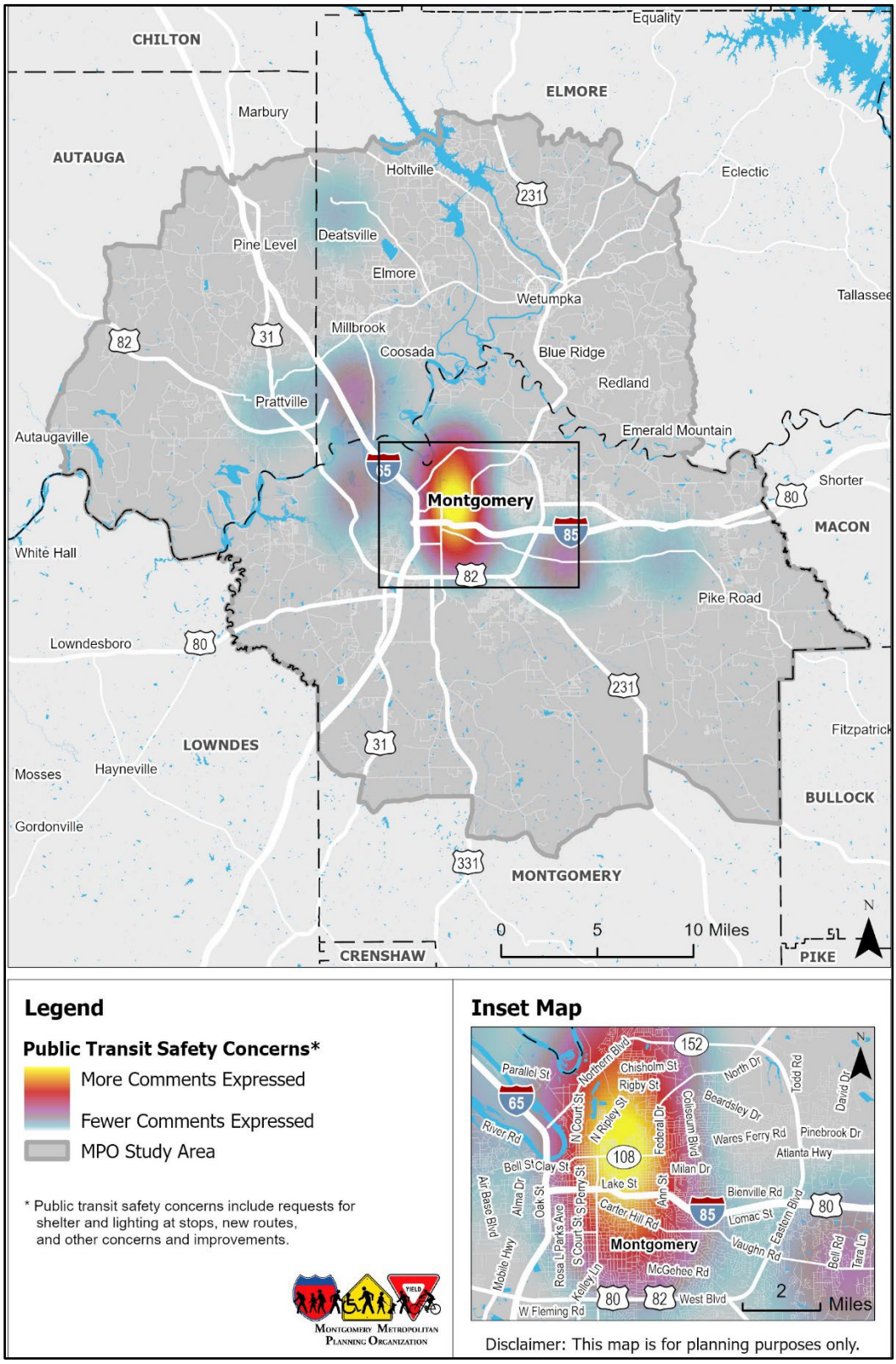
Source: Neel-Schaffer

Figure 5.11: Heat Map Showing Walking Safety Concerns



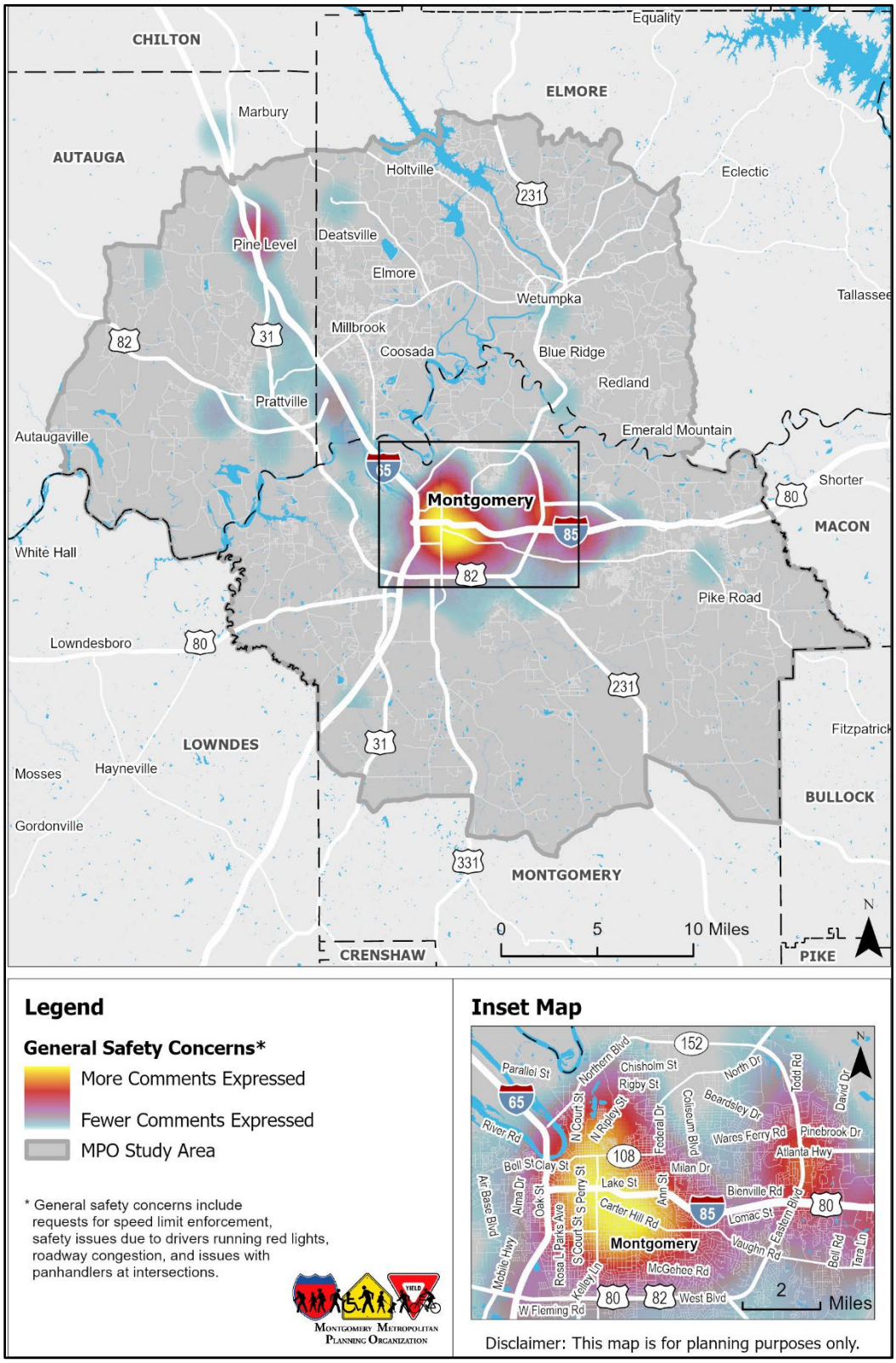
Source: Neel-Schaffer

Figure 5.12: Heat Map Showing Public Transit Safety Concerns



Source: Neel-Schaffer

Figure 5.13: Heat Map Showing General Safety Concerns



Source: Neel-Schaffer

5.3 Public Outreach – Round 2

The second round of outreach for the Montgomery MPO Safety Action Plan is also known as Reviewing the Draft Plan. During this phase, the planning team presented the draft Safety Action Plan for public review and feedback.

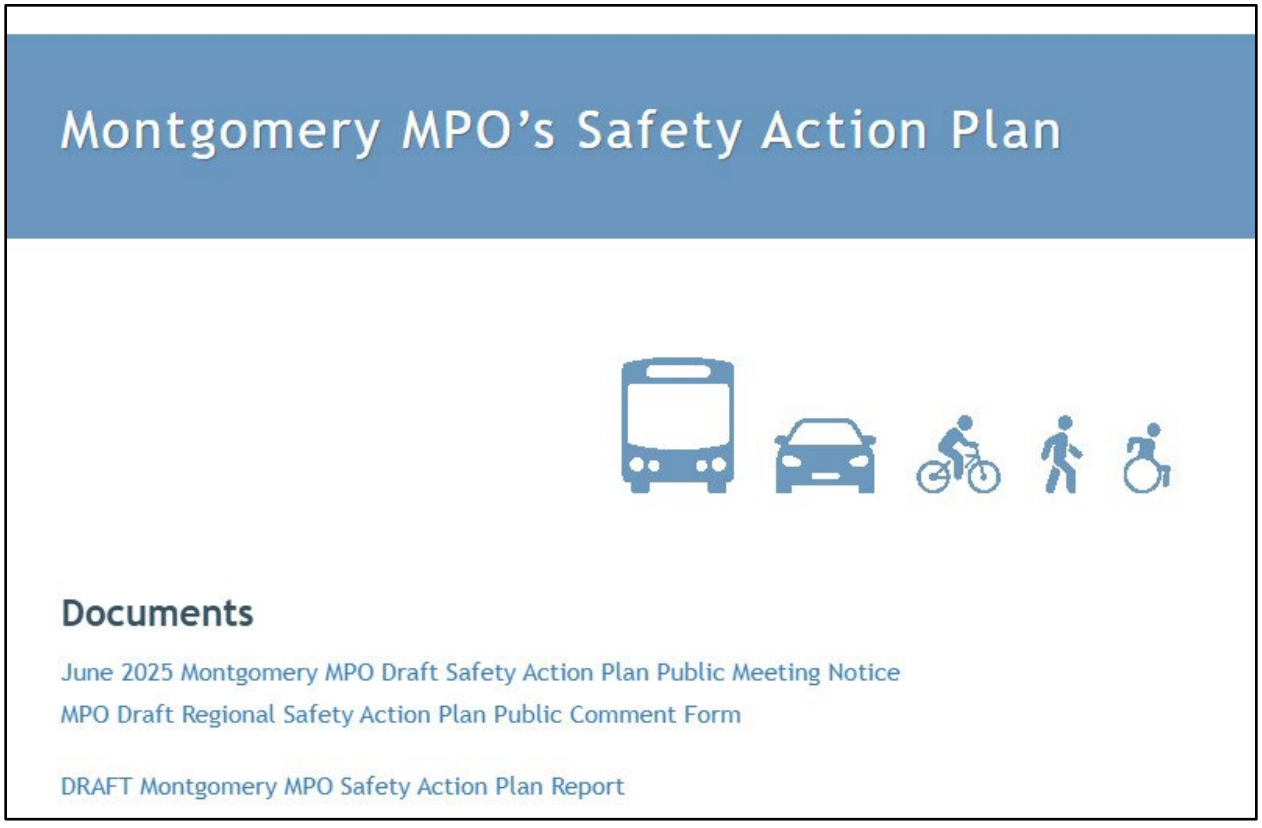
The draft Safety Action Plan was posted on the project webpage within the MPO's website. The public was invited to provide comments through an online comment form (see **Appendix C**). The public comment period was open from June 9-23, 2025.

This section describes outreach activities for Round 2 and summarizes comments received during the comment period.

Communications

Webpage

The Montgomery MPO continued to update the following project webpage within their website: https://montgomerympo.org/safetyactionplan/. The webpage was used to share the draft Safety Action Plan and to request public feedback on it. A screenshot of webpage content shared during Round 2 is included in **Appendix C**.



Public Notice

A public notice was prepared to announce the public engagement meeting for Round 2 of project outreach. The notice also shared information about the public review and comment period including a link to view the draft Safety Action Plan and download a comment form. This notice was distributed through news media, social media, and mass emails as described below.

PUBLIC MEETING NOTICE

Montgomery Metropolitan Planning Organization (MPO) Transportation Draft Regional Safety Action Plan Public Engagement/Public Input Meeting

The Montgomery Metropolitan Planning Organization (MPO) announces that a public meeting will be held to engage the public for input into the Draft Regional Safety Action Plan that covers portions of Montgomery, Elmore and Autauga Counties and Cities and Towns within each county. The Draft Regional Safety Action Plan is being developed to plan for and help prevent roadway fatalities and serious injuries for Montgomery area motorists, pedestrians, bicyclists and transit riders.

The Montgomery MPO needs the publics input into the Draft Regional Safety Action Plan in order to finalize the Draft Safety Action Plan and help identify safety challenges and needed improvements needed throughout the region's transportation system. **Help Plan for safer transportation in the Montgomery Area with your input.**

The public engagement meeting will be an open house style format meeting where citizens can walk-in at their leisure to talk to MPO Transportation Planning Staff and Consulting Firm Staff about needed safety action problems, issues or improvements.

The following public engagement/input meeting is scheduled as follows:

Date: Thursday, June 12, 2025
Time: 4:30pm – 6:00pm
Location: City of Montgomery - City Hall, Old City Council Chamber
103 North Perry Street
Montgomery, AL 36104

A public review and comment period will last for 14 days, from June 9, 2025 to June 23, 2025.
Public comment forms can be obtained on the Montgomery MPO website at https://montgomerympo.org/safetyactionplan/

For more information about Regional Safety Action Plan please visit the MPO website at https://montgomerympo.org/safetyactionplan/ or call Mr. Robert Smith, Director of Planning, Department of Planning, City of Montgomery/Montgomery MPO, Montgomery, Alabama at (334) 625-2218 or email him at rsmith@montgomeryal.gov. Public comments can also be sent via email to rsmith@montgomeryal.gov. If you have disability that requires assistance, please contact the MPO Staff at least 72 hours before the meeting at the number listed above so that accommodations can be made.

ALL MEETINGS ARE OPEN TO THE PUBLIC.

News Media

Information about the public comment period and corresponding public engagement meeting was distributed to the following media outlets:

- TV Stations – WSFA, WAKA, WCOV, WNCF
- Newspapers – Montgomery Advertiser, Montgomery Independent
- Online Outlets – La Voz, 1819, Alabama Political Reporter, Gump Town Magazine
- Radio Stations – All Cumulus Stations, All iHeart Stations, All Bluewater Broadcasting Stations

The Montgomery MPO also ran a legal advertisement in the Montgomery Advertiser to advertise the public comment period and the public engagement meeting. The advertisement was published on the following dates in 2025: June 11, 12, 16, and 19.

News crews from WAKA Channel 8 and WSFA Channel 12 attended the public engagement meeting on June 12, 2025. Reporters from both stations interviewed an MPO representative about the draft Safety Action Plan. One of the news stories is included in **Appendix C**.

Social Media

During the second round of outreach, the Montgomery MPO posted announcements on multiple social media accounts to publicize the public engagement meeting and notify the public of the comment period for the draft Safety Action Plan. This information was posted on Facebook, Instagram, Nextdoor, LinkedIn, and X. MPO member jurisdictions were also asked to post notices on their social media sites. Sample social media posts released during Round 2 are included in **Appendix C**.

Emails

On May 27, 2025, the MPO sent a mass email to the three MPO committees: Technical Advisory Committee, Citizen Advisory Committee, and MPO Policy Board. This email included a link to the draft Safety Action Plan along with a draft list of proposed projects and corresponding maps. Committee members were asked to review the plan and provide comments.

The City of Montgomery Neighborhood Services Department also sent a mass email on June 11, 2025, to approximately 100 neighborhood associations to advertise the public engagement meeting and announce the public comment period.


CITY OF MONTGOMERY
NEIGHBORHOOD SERVICES

The Mission of Neighborhood Services is to provide resources to strengthen and empower neighbors in Montgomery to take action for engaged, connected, vibrant communities.

We consider it a compliment when you share our emails with others, so please forward our emails!

MONTGOMERY METROPOLITAN PLANNING ORGANIZATION

PUBLIC MEETING NOTICE

The following public engagement meeting is scheduled as follows:

Date: Thursday, June 12, 2025

Time: 4:30pm – 6:00pm

Location: City of Montgomery - City Hall, Old City Council Chamber

Outreach Events

The draft Safety Action Plan was presented to the three MPO committees during their regular meetings on May 13 and 15, 2025. Committee members were given the opportunity to ask questions and provide feedback on the draft plan during these meetings.

A public engagement meeting was held at Montgomery City Hall on June 12, 2025. A rolling PowerPoint presentation summarized the components of the draft Safety Action Plan throughout the meeting. A list of proposed projects was also available for participants to review. The planning team engaged participants in conversation about the draft plan and answered questions about proposed projects. This meeting was attended by news crews from WAKA Channel 8 and WSFA Channel 12 who broadcast follow up stories about the plan. **Appendix C** includes a copy of the attendance sheet and presentation from this event.

Public Feedback

Several comments were received during the public comment period for the draft Safety Action Plan. Each comment was reviewed and incorporated into the plan if feasible. A summary of all comments and corresponding responses is included in **Appendix D**.

6.0 Project Priorities and Recommendations

6.1 Safe System Approach

The FHWA[5] states that:

"Reaching zero deaths requires the implementation of a Safe System approach, which was founded on the principles that humans make mistakes and that human bodies have limited ability to tolerate crash impacts. In a Safe System, those mistakes should never lead to death. Applying the Safe System approach involves anticipating human mistakes by designing and managing road infrastructure to keep the risk of a mistake low; and when a mistake leads to a crash, the impact on the human body doesn't result in a fatality or serious injury. Road design and management should encourage safe speeds and manipulate appropriate crash angles to reduce injury severity.

There are six principles that form the basis of the Safe System approach:

- deaths and serious injuries are unacceptable,
- humans make mistakes,
- humans are vulnerable,
- responsibility is shared,
- safety is proactive, and
- redundancy is crucial."

Source: FHWA

[5] Zero Deaths and Safe System | FHWA (dot.gov)

Safe System Elements

The FHWA defines five elements that comprise a Safe System Approach. These elements are:

- Safe Roads
- Safe People
- Safe Speeds
- Safe Vehicles
- Post-Crash Care

Figure 6.1 displays the FHWA's definition[6] of each element and how the Safe System approach differs from traditional roadway safety practices.

Figure 6.1: Safe System Approach Elements

[6] THE SAFE SYSTEM (dot.gov)

Source: FHWA

6.2 Planned Local Infrastructure Projects

Project Development

A list of safety projects was developed for multiple modes of transportation. The list included:

- Projects requested through public outreach comments,
- Projects requested by the Montgomery MPO members,
- Projects identified based on the results of the crash analysis, and
- Projects identified in existing plans.

Estimating Project Costs

Order of magnitude cost estimates for proposed projects were estimated using average unit costs from various projects bid from 2022-2023. It should be noted that:

- Quantities are based on typical conditions for each improvement type.
- Costs associated with purchasing right-of-way, utility relocations, and engineering fees were estimated based on a percentage of the total construction cost.
- An additional contingency amount of 20 percent was added to the overall improvement cost to account for unexpected costs that arise with projects.

The typical cost estimates for various types of improvements are shown in **Table 6.1**.

6.3 Project Prioritization

Safety projects were prioritized by a variety of factors. **Table 6.2** shows the criteria and weights that were utilized to prioritize the identified projects. This methodology is intended to support the previously stated goals and objectives and was developed using input received during Round 1 of public outreach. The proposed projects developed for the Safety

Action Plan, with estimated costs, are shown in **Table 6.3**. The full scores of the project prioritization process are displayed in **Appendix E.**

Table 6.1: Typical Project Costs

Improvement Type	Unit	Unit Cost
Single Lane RAB*	Each	$2,900,000
Left Turn Lane*	Each	$665,000
Right Turn Lane*	Each	$225,000
Rumble Strip (Centerline)	Mile	$2,100
Rumble Strip (Shoulder)	Mile	$1,125
Cable Barrier	Ln-Ft	$450
Cable Barrier	Mile	$2,376,000
Advance Warning Signs	Sq. Ft	$40
Advance Warning Signs	Each	$350
5' Sidewalk (Concrete)	Mile	$450,000
5' Sidewalk (Asphalt)	Mile	$250,000
10' Multiuse Path (Concrete)	Mile	$900,000
10' Multiuse Path (Asphalt)	Mile	$500,000
Bike Lane (Striping Only)	Mile	$80,000
Bike Lane (New Pavement - Concrete)*	Mile	$1,000,000
Bike Lane (New Pavement - Asphalt)*	Mile	$950,000
12' Lane (Concrete)*	Mile	$4,600,000
12' Lane (Aspahlt)*	Mile	$3,100,000
Pavement Patching	Sq. Yd	$185
Pavement Markings	Ln-Ft	$8
8' Shoulder (Asphalt)*	Mile	$2,100,000
8' Shoulder (Concrete)*	Mile	$3,100,000
CrossWalk (Striping)	Each	$1,500
Raised Median	Sq. Yd	$215
Traffic Signal (Re-Timing)	Intersection	$5,000
Traffic Signal Installation	Intersection	$200,000
Intersection Lighting	Each	$25,000
ADA Curb Ramp	Each	$5,000
2" Asphalt Milling/Overlay - 2 Lane Road	Mile	$590,000
ITS	Each	$250,000
Signal Backplates	Each	$800
3-section signal head	Each	$2,500
4-section signal head	Each	$4,000
RCUT	Each	$500,000
Pedestrian signal head with push button	Each	$7,000

Pedestrian signal pole	Each	$18,000
Pedestrian Hybrid Beacon	Each	$100,000
RRFB	Each	$20,000
Study	Each	$50,000
Raised Crosswalk	Each	$10,000
Stop Sign	Each	$200
Sight Distance	Each	$10,000
Driveway Relocation	Each	$5,000
Bus Stop	Each	$20,000
RIRO	Each	$10,000
Intersection Widening	Each	$1,500,000
*** includes engineering, ROW, and utility relocation**		

Source: Neel-Schaffer

Table 6.2: Project Prioritization Criteria

Criterion	Rationale	Measure	Scoring Scale (Points Possible)				
			0	5	10	15	20
Crash Severity	Prioritize projects that will address fatalities and serious injuries.	Total number of fatal and serious injuries over a 5-year period.	No fatal or serious injury crashes	1 or 2 serious injury crashes	1 fatal crash OR 3 to 5 fatal and serious injury crashes	2 to 4 fatal crashes OR 6 to 10 fatal and serious injury crashes	5 or more fatal crashes 11 or more fatal and serious injury crashes
Multimodal	Prioritize projects that address safety concerns involving more than one mode of travel.	Total number of non-motorized fatal and serious injuries over a 5-year period.	No fatal or serious injury non-motorized crashes	N/A	1 serious injury non-motorized crash	2 or 3 serious injury or 1 fatal non-motorized crashes	4 or more serious injury or 2 or more fatal non-motorized crashes
Focus Areas	Prioritize projects that will address high crash frequency locations.	Annual crash frequency.	Fewer than 5 annual crashes	5<= annual crashes <50	50<= annual crashes <100	100 or more annual crashes	
Communities	Prioritize projects that benefit communities.	Project is located in an area defined TDC, APP, or CoC*, or benefits a large number of communities.	Project is not in TDC, APP, or CoC	Project is in one of the identified communities	Project is in two of the identified communities	Project is in all three of the communities or benefits a large number of communities	
Infrastructure	Prioritize projects that affect concerns regarding infrastructure.	Project has potential to address the ranked infrastructure concerns expressed during public outreach.	Project does not address higher tier infrastructure concerns.	Project improves roadway lighting OR increases law enforcement presence OR adds system connectivity	Project redesigns roadways OR improves intersections OR adds pedestrian infrastructure		
Existing Plans	Prioritize projects that support existing plans or policies.	Project is in an existing plan or policy document.	Project is not in an existing plan or policy document	Project is in an existing plan or policy document	Project is in two or more existing plans or policy documents		
Public Concerns	Prioritize projects that the general public has proposed.	Project was derived from, or seconded by, public input.	Project not derived from public input.	Project derived from public input.	Project came from general public AND technical analysis.		

*TDC – Transportation Disadvantaged Community, APP – Area of Persistent Poverty, CoC – Community of Concern

Table 6.3: Project Locations and Prioritization Results

ID	Type	Source	Jurisdiction	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Timeframe	Local Priority	Total Prioritization Score
48	Segment	Technical and Public	Montgomery	Atlanta Highway	East Boulevard	McLemore Drive/Brown Springs Road	1. Add retroreflective signal backplates at signalized intersections 2. Change 5-section left turn signal heads to either 4-section FYA or 3-section protected only signal heads where applicable 3. Add pedestrian facilities (sidewalks, crosswalks, and pedestrian signals) at intersections 4. Construct sidewalks throughout corridor 5. Add lighting	1.84	$811,661	Medium-term	Medium-High	100
8	Segment	Technical Analysis	Montgomery	South Boulevard	US 31 (SR 3) (Mobile Highway)	Davenport Drive	1. Access management modifications west of I-65 (similar to improvements east of I-65). 2. Add retroreflective signal backplates at US 31 and I-65. 3. Access management improvements east of I-65 between 2019 and 2020.	1.13	$34,400	Medium-term	Medium	85
1	Segment	Technical Analysis	Autauga, Elmore, Montgomery	I-65	SR 152 (North Boulevard)	Northern MPO Boundary (CR 59)	1. Roadway Lighting between Interchanges 2. Improve ITS 3. Tree removal within clear zone 4. Cable barrier installed between 2019 and 2022	19.09	$12,620,812	Short-term	Medium	80
15	Segment	Technical Analysis	Montgomery	East Boulevard	Buckboard Road	I-85	1. Add retroreflective signal backplates at intersections 2. Change 5-section left turn signal heads to either 4-section FYA or 3-section protected only signal heads where applicable 3. Close median crossings, convert to RCUT 4. Add pedestrian facilities (sidewalks, crosswalks, and pedestrian signals) at intersections 5. Construct sidewalks throughout corridor 6. Construct pedestrian overpasses where applicable 7. Tree removal within clear zone	2.02	$2,891,003	Medium-term	Medium	80
33	Segment	Technical Analysis	Montgomery	US 82/US 231 (SR 6/SR 53) (Troy Highway)	Brewbaker Boulevard	South Boulevard	1. Access management - close median crossings and convert to RCUT 2. Add retroreflective signal backplates at signalized intersections 3. Change 5-section left turn signal heads to either 4-section FYA or 3-section protected only signal heads where applicable 4. Add pedestrian facilities (sidewalks, crosswalks, and pedestrian signals) at intersections 5. Construct sidewalks	1.96	$9,645,436	Medium-term	Medium	80

ID	Type	Source	Jurisdiction	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Timeframe	Local Priority	Total Prioritization Score
4	Segment	Technical Analysis	Montgomery	I-85	I-65	US 80/US 231/SR 21 (SR 8/SR 9/SR 53) (East Boulevard)	1. Improve pavement markings 2. Tree removal within clear zone	6.87	$290,058	Short-term	Medium	75
10	Intersection	Technical and Public	Montgomery	South Boulevard	@ Norman Bridge Road		1. Add retroreflective signal backplates 2. Improve roadway lighting 3. Add pedestrian facilities (sidewalks, crosswalks, and pedestrian signals)	--	$91,400	Short-term	Medium-High	75
11	Intersection	Technical and Public	Montgomery	South Boulevard	@ Narrow Lane Road		1. Add retroreflective signal backplates 2. Improve roadway lighting 3. Add pedestrian facilities (sidewalks, crosswalks, and pedestrian signals) 4. Improve/reconstruct pedestrian overpass west of intersection and add signage directing peds to overpass	--	$71,400	Medium-term	Medium-High	75
12	Segment	Technical Analysis	Montgomery	South Boulevard	Morrow Drive	Woodley Road	1. Add retroreflective signal backplates at intersections 2. Change 5-section left turn signal heads to either 4-section FYA or 3-section protected only signal heads where applicable 3. Close median crossings, convert to RCUT 4. Add pedestrian facilities (sidewalks, crosswalks, and pedestrian signals) at intersections	0.67	$1,587,200	Medium-term	Medium	75
41	Segment	Technical Analysis	Elmore	SR 14	I-65 Northbound	Old Prattville Road	1. Access management - convert TWLTL to RCUT 2. Add retroreflective signal backplates at signalized intersections 3. Change 5-section left turn signal heads to either 4-section FYA or 3-section protected only signal heads where applicable 4. Add pedestrian facilities (sidewalks, crosswalks, and pedestrian signals) at intersections 5. Construct sidewalks throughout corridor 6. Add lighting	1.97	$1,075,447	Long-term	Medium	75
20	Segment	Technical and Public	Autauga	US 31 (SR 3)	Berry Lane	Laurel Hill Drive	1. Widen shoulder 2. Tree removal in clear zone 3. Roundabouts at I-65 ramps 4. Centerline rumble strips 5. US 31 south of I-65 restriped from 1 NB+2 SB to 1 NB+1 SB+TWLTL between 2021 and 2022	2.68	$17,102,572	Long-term	Medium-High	70

ID	Type	Source	Jurisdiction	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Timeframe	Local Priority	Total Prioritization Score
28	Segment	Technical Analysis	Autauga	US 82 (SR 6)	SR 14/Selma Highway	McQueen Smith Road	1. Add retroreflective signal backplates at signalized intersections 2. Change 5-section left turn signal heads to either 4-section FYA or 3-section protected only signal heads where applicable 3. Convert unsignalized intersections to RCUT or signalized intersections. 4. Roadway currently being widened from 2 lanes to 4 lanes	3.30	$21,994,569	Long-term	Medium	70
30	Segment	Technical and Public	Elmore	US 82 (SR 6)/SR 14	Old Farm Lane	I-65 Northbound	1. Access management - close median crossings and convert to RCUT 2. Add retroreflective signal backplates at signalized intersections 3. Change 5-section left turn signal heads to either 4-section FYA or 3-section protected only signal heads where applicable 4. Add signalized intersection at I-65 Southbound 5. Add roadway lighting	0.92	$1,452,300	Medium-term	Medium-High	70
59	Segment	Technical and Public	Autauga, Elmore	Fairview Avenue	Jasmine Trail	I-65 Southbound	1. Add retroreflective signal backplates at signalized intersections 2. Change 5-section left turn signal heads to either 4-section FYA or 3-section protected only signal heads where applicable 3. Access management - convert existing median to RCUT 4. Add roadway lighting between intersections	1.22	$47,700	Medium-term	Medium-High	70
90	Segment	Technical Analysis	Montgomery	Ann Street	I-85 Northbound	Locust Street	1. Add lighting 2. Improve sidewalks 3. Add/improve crosswalks at intersections 4. Add retroreflective signal backplates at signalized intersections 5. Change 5-section left turn signal heads to either 4-section FYA or 3-section protected only signal heads where applicable	0.26	$168,829	Short-term	Medium	70
6	Segment	Technical Analysis	Montgomery	I-85	SR 110/SR 126 (Atlanta Highway)	SR 108	1. Roadway lighting 2. Cable barrier installed between 2017 and 2019	4.31	$20,504,043	Short-term	Medium	65
25	Segment	Technical Analysis	Montgomery	US 31 (SR 3)	Windham Road	Bush Drive	1. Widen shoulder 2. Tree removal in clear zone 3. Breakaway mailbox posts 4. Centerline rumble strips 5. Add lighting	2.60	$10,955,965	Medium-term	Medium	65

ID	Type	Source	Jurisdiction	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Timeframe	Local Priority	Total Prioritization Score
62	Segment	Technical Analysis	Autauga, Elmore	East Main Street/Cobbs Ford Road	McQueen Smith Road	US 82 (SR 6)/SR 14	1. Add retroreflective signal backplates at signalized intersections 2. Change 5-section left turn signal heads to either 4-section FYA or 3-section protected only signal heads where applicable 3. Access management - driveway consolidation where possible 4. Improve roadway lighting 5. Improve pavement markings	0.91	$123,300	Medium-term	Medium	65
91	Segment	Technical Analysis	Montgomery	Fairview Avenue	Rosa L Parks Avenue	Edgar D Nixon Avenue	1. Add/improve sidewalks 2. Potential road diet (4 lanes to 3 lanes) 3. Add/improve crosswalks at intersections 4. Add retroreflective signal backplates at signalized intersections 5. Add lighting	0.24	$161,941	Medium-term	Medium	65
2	Segment	Technical Analysis	Montgomery	I-65	US 80/US 82 (SR 8/SR 6)/SR 21 (South Boulevard)	West Edgemont Avenue	1. Improve ITS 2. Tree removal within clear zone or extend barriers	1.66	$500,000	Short-term	Medium	60
13	Intersection	Technical Analysis	Montgomery	South Boulevard	@ Wallace Drive		1. Add retroreflective signal backplates 2. Improve roadway lighting 3. Add pedestrian facilities (sidewalks, crosswalks, and pedestrian signals)	--	$159,000	Short-term	Medium	60
16	Intersection	Technical Analysis	Montgomery	East Boulevard	@ Shirley Lane		1. Add retroreflective signal backplates 2. Add pedestrian facilities (sidewalks, crosswalks, and pedestrian signals)	--	$78,400	Short-term	Medium	60
23	Segment	Technical Analysis	Autauga, Elmore, Montgomery	US 31 (SR 3)	Hunter Loop Road	Murfee Drive	1. Access management - RCUTs	2.38	$500,000	Medium-term	Medium	60
24	Segment	Technical Analysis	Montgomery	US 31 (SR 3)	Green Leaf Drive	Southlawn Drive	1. Extend sidewalks 2. Add retroreflective signal backplates at signalized intersections 3. Change 5-section left turn signal heads to either 4-section FYA or 3-section protected only signal heads where applicable	0.35	$37,400	Medium-term	Medium	60
46	Segment	Technical Analysis	Elmore	SR 14	SR 111/Holtville Road	US 231 (SR 9/SR 53)/SR 21	1. Add retroreflective signal backplates at signalized intersections 2. Change 5-section left turn signal heads to either 4-section FYA or 3-section protected only signal heads where applicable 3. Add pedestrian facilities (sidewalks, crosswalks, and pedestrian signals) at intersections 4. Construct sidewalks throughout corridor 5. Add lighting	1.53	$644,001	Medium-term	Medium	60

ID	Type	Source	Jurisdiction	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Timeframe	Local Priority	Total Prioritization Score
3	Segment	Technical Analysis	Montgomery	I-65	Lowndes County Line	US 31	1. Improve pavement markings 2. Cable barrier installed between 2017 and 2019	5.26	$6,341,073	Short-term	Medium	55
18	Segment	Technical Analysis	Montgomery	North Boulevard	Jackson Ferry Road	Lower Wetumpka Road	1. Extend sidewalk along Service Road 2. Improve lighting	1.29	$344,500	Medium-term	Medium	55
21	Segment	Technical and Public	Autauga	US 31 (SR 3)	Thomas Avenue	Fairview Avenue	1. Add retroreflective signal backplates at signalized intersections 2. Change 5-section left turn signal heads to either 4-section FYA or 3-section protected only signal heads where applicable 3. Close median crossings, convert to RCUT/RIRO 4. Add pedestrian facilities (sidewalks, crosswalks, and pedestrian signals) at intersections	0.54	$205,000	Medium-term	Medium-High	55
26	Segment	Technical Analysis	Autauga	US 82 (SR 6)	CR 3	Worris Road	1. Widen shoulder 2. Tree removal in clear zone 3. Breakaway mailbox posts 4. Centerline rumble strips 5. Relocate power poles 6. Add lighting	3.39	$14,260,811	Medium-term	Medium	55
34	Segment	Technical Analysis	Montgomery	US 231 (SR 9/SR 53)	Brooks Road	Motley Drive	1. Construct sidewalks	0.41	$202,623	Short-term	Medium	55
36	Segment	Technical Analysis	Elmore	US 231 (SR 9/SR 53)	Dove Hill	South Main Street	1. Access management - convert TWLTL to RCUT 2. Add retroreflective signal backplates at signalized intersections 3. Add roadway lighting 4. Add pedestrian facilities (sidewalks, crosswalks, and pedestrian signals) at intersections 5. Construct sidewalks	2.34	$1,001,600	Medium-term	Medium	55
40	Segment	Technical Analysis	Autauga	SR 14	CR 3	CR 29	1. Widen shoulder 2. Tree removal in clear zone 3. Breakaway mailbox posts 4. Centerline rumble strips 5. Add lighting6. Add advanced warning signs at intersections	4.87	$20,505,727	Medium-term	Medium	55
88	Segment	Technical Analysis	Montgomery	Woodley Road	Elsmeade Drive	US 80 (SR 8)/US 82 (SR 6)/SR 21 (South Boulevard)	1. Add retroreflective signal backplates at signalized intersections 2. Add/improve sidewalks 3. Add crosswalks at intersections 4. Improve lighting	0.23	$157,384	Short-term	Medium	55
5	Intersection	Technical Analysis	Montgomery	I-85	@ SR 271 (Taylor Road)		1. Tree removal within clear zone 2. Barrier separation for Northbound Off-Ramp	0.92	$2,186,925	Short-term	Medium	50

ID	Type	Source	Jurisdiction	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Timeframe	Local Priority	Total Prioritization Score
14	Intersection	Technical Analysis	Montgomery	South Boulevard Service Road	@ Ivy Lane		1. Improve intersection lighting 2. Add sidewalks and crosswalks	--	$26,500	Short-term	Medium	50
19	Segment	Technical Analysis	Autauga	US 31 (SR 3)	CR 100	CR 61	1. Widen shoulder 2. Tree removal in clear zone 3. Breakaway mailbox posts 4. Centerline rumble strips 5. Add lighting	1.58	$6,671,911	Medium-term	Medium	50
31	Segment	Technical Analysis	Montgomery	US 82/US 231 (SR 6/SR 53)	US 82 (SR 6)	Meriwether Road	1. Access management - close median crossings and convert to RCUT 2. Signalized intersection installed at US 82 (SR 6) between 2023 and 2025	5.85	$7,700,000	Medium-term	Medium	50
55	Segment	Technical Analysis	Elmore	SR 170	Old Georgia Plank Road	Williams Road	1. Widen shoulder 2. Add lighting 3. Add centerline rumble strip 4. Tree removal in clear zone 5. Breakaway mailbox posts	0.50	$2,111,422	Medium-term	Medium	50
67	Segment	Technical Analysis	Autauga	CR 165	CR 21	Hilltop Farm Road	1. Add lighting 2. Improve pavement markings 3. Widen shoulders	3.41	$14,492,994	Medium-term	Medium	50
69	Segment	Technical Analysis	Autauga	Gin Shop Hill Road	Cook Road/Mountain Lake Court	Deerwood Drive	1. Add lighting 2. Improve pavement markings 3. Shoulder widened in 2023	0.14	$615,482	Short-term	Medium	50
71	Intersection	Technical Analysis	Autauga	Selma Highway	@ Washington Ferry Road		1. Add lighting 2. Add crosswalks and sidewalks 3. Realign Washington Ferry Road 4. Roundabout	--	$2,942,500	Long-term	Medium	50
76	Segment	Technical Analysis	Elmore	CR 8	US 231 (SR 9/SR 53)/SR 21	Starr Drive	1. Add lighting 2. Improve pavement markings 3. Widen shoulders	4.07	$17,271,619	Medium-term	Medium	50
85	Segment	Technical Analysis	Montgomery	Dozier Road (Emerald Mountain Expressway)	Wares Ferry Road	Elmore County Line	1. Add lighting 2. Widen shoulders 3. Improve pavement markings 4. Add rumble strips 5. Improve warning signage at Cart Crossing 6. Intersection Improvements - convert to signalized intersection or roundabout	1.80	$7,874,852	Medium-term	Medium	50
104	Segment	City of Prattville	Montgomery	McQueen Smith Road	Cobbs Ford Rd	US-31	1. Add pedestrian facilities to widening project	1.91	$955,000	Short-term	Medium	50

ID	Type	Source	Jurisdiction	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Timeframe	Local Priority	Total Prioritization Score
9	Intersection	Technical Analysis	Montgomery	South Boulevard	@ Rosa L Parks Avenue		1. Add retroreflective signal backplates 2. Improve roadway lighting 3. Add pedestrian facilities (sidewalks, crosswalks, and pedestrian signals)	--	$61,000	Short-term	Medium	45
22	Intersection	Technical Analysis	Autauga	US 31 (SR 3)	@ US 82 (SR 6)/SR 14		1. Add retroreflective signal backplates 2. Change 5-section left turn signal heads to either 4-section FYA or 3-section protected only signal heads 3. Add "BE PREPARED TO STOP" signs and beacons on Northbound and Eastbound approaches	--	$15,100	Short-term	Medium	45
43	Segment	Technical Analysis	Elmore	SR 14/SR 143	SR 143 (Deatsville Highway)	Ingram Road	1. Access management - convert TWLTL to RCUT 2. Add retroreflective signal backplates at signalized intersections 3. Change 5-section left turn signal heads to either 4-section FYA or 3-section protected only signal heads where applicable 4. Add lighting	0.95	$35,800	Medium-term	Medium	45
53	Intersection	Technical Analysis	Elmore	SR 143	@ Cobbs Ford Road/Alabama River Parkway		1. Construct Northbound Left Turn Lane with FYA 2. Add "BE PREPARED TO STOP" signs and beacons on Eastbound and Westbound approaches	--	$665,700	Medium-term	Medium	45
56	Intersection	Technical and Public	Montgomery	SR 271 (Taylor Road)	@ Vaughn Road		1. Add retroreflective signal backplates	--	$11,200	Short-term	Medium-High	45
61	Segment	Technical Analysis	Autauga	East Main Street	Shady Oak Lane	Sheila Boulevard/Greystone Way	1. Add retroreflective signal backplates at signalized intersections 2. Change 5-section left turn signal heads to either 4-section FYA or 3-section protected only signal heads where applicable 3. Access management - driveway consolidation where possible 4. Improve roadway lighting 5. Sidewalk installed between Shady Oak Lane and Silver Hills Drive in 2023	0.57	$144,600	Medium-term	Medium	45
78	Segment	Technical Analysis	Elmore	Deatsville Highway	Gardenia Road	Canton Road	1. Add lighting 2. Improve pavement markings 3. Widen shoulders	0.28	$1,208,254	Medium-term	Medium	45
86	Segment	Technical Analysis	Montgomery	Johnson Street	Skyline Avenue	Willena Avenue	1. Add lighting 2. Add sidewalks	0.24	$145,152	Short-term	Medium	45
96	Intersection	Public Outreach	Montgomery	US 31 (SR 3)	@ West Boulevard/Montgomery Highway		1. Add retroreflective signal backplates 2. Change 5-section left turn signal heads to either 4-section FYA or 3-section protected only signal heads	--	$8,000	Short-term	Medium-High	45

ID	Type	Source	Jurisdiction	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Timeframe	Local Priority	Total Prioritization Score
110	Segment	Public Outreach	Montgomery	Lower Wetumpka Road	Decatur Street	Pine Crest Street	1. Add pedestrian facilities	3.00	$2,700,000	Long-term	High	45
7	Segment	Technical Analysis	Montgomery	I-85	US 80 (SR 8)/SR 126	Macon County Line	1. Improve pavement markings 2. Tree removal within clear zone	2.36	$99,580	Short-term	Medium	40
27	Intersection	Technical Analysis	Autauga	US 82 (SR 6)	@ CR 29/Gin Shop Hill Road		1. Convert to RCUT or signalized intersection	--	$500,000	Medium-term	Medium-High	40
29	Intersection	Technical Analysis	Elmore	US 82 (SR 6)/SR 14	@ Legends Drive		1. Add retroreflective signal backplates 2. Change 5-section left turn signal heads to either 4-section FYA or 3-section protected only signal heads	--	$11,400	Short-term	Medium	40
32	Intersection	Technical and Public	Montgomery	US 82/US 231 (SR 6/SR 53) (Troy Highway)	@ SR 271 (Taylor Road)		1. Add retroreflective signal backplates 2. Add "BE PREPARED TO STOP" signs and beacons on Eastbound and Westbound approaches	--	$3,900	Short-term	Medium-High	40
37	Segment	Technical Analysis	Elmore	US 231 (SR 9/SR 53)	SR 170	SR 14	1. Access management - close median crossings and convert to RCUT 2. Add retroreflective signal backplates at signalized intersections 3. Add roadway lighting	0.34	$1,031,400	Medium-term	Medium	40
39	Segment	Technical Analysis	Elmore	US 231 (SR 53)	Wellington Boulevard	Shokula Lane/Thrasher Road	1. Access management - close median crossings and convert to RCUT	0.51	$2,000,000	Medium-term	Medium	40
47	Segment	Technical Analysis	Elmore	SR 14	SR 170	Crystal Creek Drive	1. Add retroreflective signal backplates at signalized intersections 2. Change 5-section left turn signal heads to either 4-section FYA or 3-section protected only signal heads where applicable 3. Widen shoulder 4. Tree removal in clear zone 5. Breakaway mailbox posts 6. Centerline rumble strips 7. Add lighting	0.79	$3,345,444	Medium-term	Medium	40
57	Intersection	Technical and Public	Autauga	Fairview Avenue	@ Chester Street		1. Convert to RIRO 2. Add lighting	--	$60,000	Short-term	Medium-High	40
75	Segment	Technical Analysis	Elmore	Bass Pro Road and Rocky Mount Road	US 82 (SR 6)/SR 14	Old Farm Lane	1. Add retroreflective signal backplates at signalized intersections 2. Add lighting 3. Improve pavement markings	1.31	$102,698	Short-term	Medium	40
77	Intersection	Technical Analysis	Elmore	Alabama River Parkway	@ Coosada Parkway		1. Add lighting 2. Add intersection advanced warning signs 3. Add supplemental stop signs	--	$25,550	Short-term	Medium	40

ID	Type	Source	Jurisdiction	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Timeframe	Local Priority	Total Prioritization Score
80	Segment	Technical Analysis	Elmore	Firetower Road	Buck Run Road	SR 14 (Tallassee Highway)	1. Add lighting 2. Widen shoulders	0.86	$3,638,084	Medium-term	Medium	40
84	Segment	Technical Analysis	Montgomery	Wares Ferry Road	Riverside Road	Dozier Road	1. Add lighting 2. Widen shoulders 3. Improve pavement markings 4. Add rumble strips 5. Add eastbound left turn lane at Dozier Road	0.92	$4,592,134	Long-term	Medium	40
92	Intersection	Technical Analysis	Montgomery	Court Street	@ Stuart Street		1. Add lighting 2. Sidewalks and crosswalks improved between 2022 and 2023	--	$27,500	Short-term	Medium	40
95	Intersection	Technical Analysis	Montgomery	Carmichael Road	@ Woods Crossing		1. Add sidewalks and crosswalks 2. Add lighting	--	$30,000	Short-term	Medium	40
17	Intersection	Technical Analysis	Montgomery	North Boulevard	@ Contractor Drive		1. Close median crossing and convert to RCUT	--	$500,000	Medium-term	Medium	35
35	Segment	Technical Analysis	Elmore	US 231 (SR 9/SR 53)	Canyon Road	Blue Ridge Road	1. Access management - close median crossings and convert to RCUT 2. Construct sidewalks	0.26	$337,242	Medium-term	Medium	35
42	Intersection	Technical Analysis	Elmore	SR 14	@ Knollwood Drive		1. Access management - convert TWLTL to RCUT	--	$500,000	Medium-term	Medium	35
44	Segment	Technical Analysis	Elmore	SR 14	Mehearg Road	McCain Road	1. Widen shoulder 2. Tree removal in clear zone 3. Breakaway mailbox posts 4. Centerline rumble strips 5. Add lighting	1.48	$6,245,621	Medium-term	Medium	35
49	Segment	Technical Analysis	Elmore	SR 111	Bonners Point Road	Willow Lane	1. Widen shoulder 2. Add lighting 3. Add centerline rumble strip	0.41	$1,741,205	Medium-term	Medium	35
50	Segment	Technical Analysis	Elmore	SR 111	Nolen Lane	Waterview Drive	1. Widen shoulder 2. Add lighting 3. Add centerline rumble strip 4. Tree removal in clear zone 5. Breakaway mailbox posts	3.21	$13,514,577	Long-term	Medium	35
51	Intersection	Technical Analysis	Elmore	SR 143	@ Culpepper Road		1. Add advanced intersection warning signs	--	$1,050	Short-term	Medium	35
54	Intersection	Technical Analysis	Elmore	SR 143	@ Shirley Road		1. Add sidewalks and crosswalks 2. Add lighting	--	$42,500	Short-term	Medium	35
64	Segment	Technical Analysis	Autauga	CR 40	CR 21	CR 57	1. Improve pavement markings 2. Add rumble strips 3. Add lighting	2.96	$156,662	Short-term	Medium	35

ID	Type	Source	Jurisdiction	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Timeframe	Local Priority	Total Prioritization Score
65	Segment	Technical Analysis	Autauga	CR 40	CR 85	Alpine Drive/EH Hunt Road	1. Improve pavement markings 2. Widen shoulders 3. Add rumble strips 4. Add lighting	0.74	$3,174,475	Medium-term	Medium	35
68	Intersection	Technical Analysis	Autauga	CR 165	@ Blossom Road		1. Add lighting 2. Improve pavement markings	--	$28,144	Short-term	Medium	35
72	Intersection	Technical Analysis	Autauga	CR 85 (Alpha Springs Road)	@ CR 104		1. Remove trees to improve sight distance	--	$10,000	Short-term	Medium	35
74	Intersection	Technical Analysis	Autauga	Doe Drive	@ Deer Run Drive		1. Improve lighting 2. Add sidewalks and crosswalks	--	$35,000	Short-term	Medium	35
79	Segment	Technical Analysis	Elmore	Jasmine Hill Road	Jasmine Hollow Road	Harrogate Springs Road	1. Add lighting 2. Widen shoulders	2.65	$0	Medium-term	Medium	35
81	Segment	Technical Analysis	Elmore	Lightwood Road	Lewis Road	Blackberry Road	1. Add lighting 2. Widen shoulders	0.39	$1,657,313	Short-term	Medium	35
82	Intersection	Technical Analysis	Elmore	Airport Road	@ Sycamore Drive		1. Add lighting	--	$25,000	Short-term	Medium	35
83	Intersection	Technical Analysis	Elmore	Rucker Road	@ Bellingrath Road		1. Add lighting	--	$25,000	Short-term	Medium	35
89	Segment	Technical Analysis	Montgomery	Park Crossing	SR 271 (Taylor Road)	Barrett Park Way	1. Improve lighting 2. Improve pavement markings	2.62	$135,835	Short-term	Medium	35
93	Intersection	Technical Analysis	Montgomery	Panama Street	@ Chapman Street		1. Add sidewalks and crosswalks 2. Add lighting	--	$27,500	Short-term	Medium	35
94	Intersection	Technical Analysis	Montgomery	Lower Wetumpka Road	@ Park Avenue		1. Add sidewalks and crosswalks 2. Add lighting 3. Add retroreflective signal backplates 4. Add pedestrian signals	--	$52,900	Short-term	Medium	35
99	Intersection	Public Outreach	Autauga	US 31 (SR 3)	@ CR 40		1. Add retroreflective signal backplates 2. Add 4-section or 3-section FYA 3. Roundabout	--	$2,912,000	Short-term	Medium-High	35
100	Intersection	City of Montgomery	Montgomery	Atlanta Highway	@ Technacenter Drive		1. Add retroreflective signal backplates 2. Improve intersection lighting	--	$26,600	Short-term	Medium	35
45	Segment	Technical Analysis	Elmore	SR 14	Queen Ann Road	SR 14 (Coosa River Parkway)/SR 212	1. Potential road diet (4 lanes to 3 lanes) 2. Add lighting 3. Add advanced warning signs at SR 14 (Coosa River Parkway)	0.52	$26,050	Medium-term	Medium	30
52	Segment	Technical Analysis	Elmore	SR 143	CR 8 (Ceasarville Road)	Marion Spillway Road	1. Widen shoulder 2. Add lighting	1.42	$5,991,986	Medium-term	Medium	30

ID	Type	Source	Jurisdiction	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Timeframe	Local Priority	Total Prioritization Score
60	Intersection	Technical Analysis	Elmore	Interstate Court	@ Business Park Drive		1. Add lighting 2. Improve pavement markings 3. Remove "3 WAY" plaques under stop signs, replace with "CROSSING/OPPOSING TRAFFIC DOES NOT STOP" signs	--	$28,477	Short-term	Medium	30
63	Segment	Technical Analysis	Autauga	Doster Road	Summer Hill Road	Doster Road Cut-Off	1. Resurface roadway with widened shoulders 2. New pavement markings 3. Add lighting	1.13	$739,793	Medium-term	Medium	30
66	Intersection	Technical Analysis	Autauga	Jensen Road	@ CR 4		1. Add intersection advance warning signs 2. Upgrade flashing beacons 3. Add lighting	--	$27,800	Short-term	Medium	30
70	Segment	Technical Analysis	Autauga	Jasmine Trail	Edinburgh Street	Fairview Avenue	1. Improve lighting 2. Improve pavement markings	0.28	$1,250,482	Short-term	Medium	30
73	Intersection	Technical Analysis	Autauga	Camellia Drive	@ Daniel Drive		1. Improve lighting 2. Add sidewalks and crosswalks	--	$40,000	Short-term	Medium	30
87	Segment	Technical Analysis	Montgomery	Alexander Road	US 80 (SR 8)	Ashley Road	1. Tree removal within clear zone 2. Add lighting 3. Improve Railroad Crossing devices (add gates)	3.50	$25,700	Short-term	Medium	30
105	Intersection	City of Pike Road	Pike Road	US 82/US 231 (SR 6/SR 53)	@ Trotman Road		1. Convert to RCUT or signalized intersection 2. Extend southbound left turn lane and northbound right turn lane 3. Install intersection advance warning signage on US 82/US 231	--	$500,700	Long-term	High	30
58	Segment	Technical Analysis	Autauga	Fairview Avenue	Brookhaven Drive	Old Fairview Avenue	1. Improve pavement markings 2. Cover ditch along north side of roadway	0.29	$13,105	Short-term	Medium	25
97	Intersection	Public Outreach	Montgomery	Commerce Street	@ Court Square		1. Add yield signs entering roundabout	--	$600	Short-term	Medium-High	25
103	Intersection	City of Prattville	Montgomery	Mitchell Young Road	@ Old Selma Road		1. Add lighting 2. Improve pavement striping 3. Intersection improvements - possible roundabout	--	$2,926,702	Short-term	Medium	25
106	Intersection	City of Pike Road	Pike Road	US 82/US 231 (SR 6/SR 53)	@ Meriwether Road		1. Convert to RCUT or signalized intersection 2. Extend southbound left turn lane and northbound right turn lane 3. Install intersection advance warning signage on US 82/US 231 4. Improve lighting	--	$525,000	Long-term	High	25
108	Intersection	City of Pike Road	Pike Road	Pike Road	@ Ray Thorington Road		1. Add lighting 2. Improve pavement striping 3. Intersection improvements - possible roundabout	--	$2,925,000	Medium-term	High	25

ID	Type	Source	Jurisdiction	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Timeframe	Local Priority	Total Prioritization Score
109	Intersection	Public Outreach	Montgomery	US 31 (SR 3)	@ Reese Ferry Road		1. Intersection improvement - Signalized intersection or RCUT	--	$500,000	Medium-term	High	25
38	Intersection	Technical Analysis	Elmore	US 231 (SR 53)	@ SR 9		1. Add retroreflective signal backplates at signalized intersections	--	$2,400	Short-term	Medium	20
98	Intersection	Public Outreach	Montgomery	Court Street	@ Railroad Street		1. Add active warning crossing devices at railroad crossing	--	$1,400	Short-term	Medium-High	20
101	Intersection	City of Pike Road	Pike Road	Pike Road	@ Wallahatchie Road & Meriwether Road		1. Planned roundabout	--	$5,800,000	Medium-term	Medium	20
102	Intersection	City of Prattville	Montgomery	Wasden Road	@ Lamar Road		1. Realign Lamar Road away from railroad track or add pavement/aggregate over ditch on northeast corner of intersection 2. Add lighting 3. Add supplemental railroad crossing devices along Lamar Road 4. Improve sight distance by cutting down trees on northwest corner of intersection	--	$25,700	Short-term	Medium	20
107	Intersection	City of Pike Road	Pike Road	SR 110 (Vaughn Road)	@ Flowers Road		1. SR 110 repaved in 2022 2. Convert to roundabout or signalized intersection 3. Add lighting 4. Add intersection advance warning signage on SR 110	--	$50,700	Medium-term	High	20

*Improvements shown in this table are recommended countermeasures based on planning level technical analysis. This plan recommends final selection of countermeasures and reasonable project limits during implementation phase.

- Short-Term projects can be implemented and completed within a 5-year timeframe.
- Medium-Term projects can be implemented and completed within a 5-year timeframe but may include elements that require more time to implement, monitor, or enforce.
- Long-Term projects take greater than 5 years to implement or require a long timeframe of monitoring or enforcement.

6.4 Countermeasure Toolbox

Table 6.4 displays a toolbox of countermeasures that can be used to improve safety within the Montgomery MPA. A safety study should be conducted at each location to determine which countermeasures are appropriate for the type and severity of crashes experienced at that location. Some countermeasures may be a good choice for one site yet be inappropriate for another site. At times, multiple countermeasures may be necessary. Countermeasures displayed in ***bold italics*** benefit vulnerable users and underserved community populations.

Table 6.4: Crash Countermeasure Toolbox

Safety Concern	Countermeasure	Pros	Cons
Speeding	***Select appropriate speed limits***	• ***Low cost*** • ***Crash severity reduction*** • ***Safer for all roadway users*** • ***Traffic calming***	• ***Opposition from regular roadway users*** • ***Excess violations issued if not implemented properly***
	Install speed cameras	• Significant reduction in crashes and severities • Increased driver attentiveness	• Opposition from regular roadway users • Additional monitoring and enforcement required • Improved behavior only where enforcement exists
	Implement variable speed limits	• Significant reduction in all crashes and severities • Allows drivers to react to ongoing situations • Assists in maintaining speed and flow during congestion periods, incidents, work zones, and inclement weather	• Driver confusion caused by inconsistent speeds • Additional monitoring, equipment, and maintenance required
Improve vulnerable roadway user (bicyclist and pedestrian) safety	***Add bicycle lanes***	• ***Reduced bicycle related crashes***	• ***Additional right-of-way required***
	Implement crosswalk visibility enhancements	• ***Increased pedestrian safety*** • ***Pedestrians cross at designated locations***	• ***Not ideal on high-speed roadways (greater than 45 MPH)*** • ***Costly lighting options***

Safety Concern	Countermeasure	Pros	Cons
Improve vulnerable roadway user (bicyclist and pedestrian safety)	*Retime signals to provide a leading pedestrian interval*	• *Low cost* • *Increased likelihood of motorists yielding to pedestrians* • *Enhanced safety for pedestrians with disabilities*	• *Additional delays for vehicles*
	Add medians and pedestrian refuge islands	• *Safer pedestrian crossings*	• *Increased median width (must be at least four feet wide)* • *Hard to implement at intersections*
	Install pedestrian hybrid beacons	• *Safer pedestrian crossing option on high-volume, high-speed roadways*	• *Costly* • *Additional delays/stops for vehicles*
	Install Rectangular Rapid Flashing Beacons (RRFB)	• *Safer pedestrian crossing* • *Motorists yield to pedestrians* • *Cheaper than traffic signals*	• *Not recommended for higher speed roadways (>45 MPH)*
	Road Diets	• *Low cost* • *Reduction in lanes allows for additional bicycle and pedestrian features through Complete Streets* • *Traffic calming*	• *Not effective on high volume roadways (ADT <20,000)* • *Roadway capacity reduction* • *Additional right-of-way required*
	Add walkways	• *Pedestrians separated from the roadway*	• *Comparatively high cost*

Safety Concern	Countermeasure	Pros	Cons
Roadway departure	Enhanced delineation for horizontal curves	• Low cost • Reduction of night-time crashes • Reduction of head-on, run-off-road, and sideswipe crashes • Reduction of fatal and injury crashes	• None
	Longitudinal rumble strips or stripes	• Centerline rumble strips reduce head-on crashes • Shoulder rumble strips reduce run-off-road crashes • Relatively low cost	• Noise concerns
	Median barriers	• Reduction of head-on and cross-median crashes	• Cost-effectiveness analysis required
	Roadside design improvements at curves	• Adequate clear zone reduces fixed object crashes • Flattened side slopes reduce single-vehicle crashes	• Not all options are cost effective
	Safety edge	• Low Cost • Reduction in run-off-road and head-on crashes • Reduction in crash severity	• Typically constructed only during overlay projects
	Wider edge lines	• Increased visibility of curves • Low Cost • Reduction in roadway departure crashes	• None

Safety Concern	Countermeasure	Pros	Cons
Intersections	Signal backplates with retroreflective borders	• Increased visibility of traffic signals • Low cost	• Structural limitations due to wind loads • Additional cost to retrofit existing signals without the backplates
	Corridor Access Management	• ***Enhanced safety for all modes of transportation*** • ***Reduced congestion along the corridor*** • ***Reduction in overall crashes for all users due to fewer access points***	• ***Opposition from businesses (driveway consolidation)***
	Dedicated turn lanes at intersections	• Reduced left turn and rear end crashes • Deceleration lane provided • Increased visibility for opposing left turns with positive offset	• Additional ROW required • Left turns with zero or negative offset result in turning vehicles blocking line of sight
	Reduced left-turn conflict intersections	• Reduced conflict points • Increased traffic flow on the mainline	• Longer travel distances for minor movements
	Install roundabout	• Reduction of total conflict points • Lowered vehicle speeds resulting in a high reduction in injury/fatal crashes	• High cost
	Low-Cost countermeasures - signing, pavement markings, remove sight obstructions	• Low cost • Reduction in injury/fatal crashes	• None

Safety Concern	Countermeasure	Pros	Cons
Intersections	***Yellow change intervals***	• ***Improved intersection safety*** • ***Reduced red light running violations*** • ***Reduced fatal crashes*** • ***Additional time for pedestrians to cross intersections***	• ***None***
Crosscutting (other safety focus areas)	***Add/Improve lighting***	• ***Reduced night-time crashes*** • ***Reduced pedestrian crashes***	• ***Installation and increased maintenance costs***
	Local Road Safety Plans	• ***Increased safety for all users*** • ***Collaboration with local stakeholders***	• ***None***
	Pavement friction management	• Reduced roadway departure crashes at horizontal curves • Reduced crashes at intersection approaches and interchange ramps	• None
	Road Safety Audit	• ***Early identification and mitigation of safety issues***	• ***None***
Distracted driving	Graduated Driver Licensing	• Reduced teenage driver crashes and injuries • Low cost	• Implementation time (requires several months) • After implementation, 1-2 years before all provisionally licensed drivers are subject to new restrictions

Safety Concern	Countermeasure	Pros	Cons
Distracted driving	High visibility cell phone enforcement (HVE)	• Reduction in cell phone usage while driving	• Effect of HVE campaigns on crashes is not certain • HVE campaigns are expensive • Enforcement of cell phone use is challenging
Impaired driving	License revocation and suspension	• Recent study suggests that policy reduces fatal crash involvement by 5 percent or 800 lives • Drivers are less likely to repeat offense	• Required funds to design, implement, and operate
	Publicized sobriety checkpoints	• Analysis shows that checkpoints reduce alcohol related crashes by 17 percent and all crashes by 10-15 percent • Public support	• Can be costly if paid media is used
	High visibility saturation patrols	• More research is needed, but saturation patrols can be effective in reducing alcohol related fatal crashes	• Can be costly if paid media is used

Source: Neel-Schaffer

7.0 Progress and Transparency

The Safety Action Plan serves as a living document that provides a variety of strategies and location-specific safety projects that can be implemented to reduce fatal and serious injury crashes within the Montgomery MPA. The plan can be used in coordination with partner agencies and long-range planning efforts. This section describes future actions needed to keep this living document current and relevant to the Region's needs.

7.1 Advocacy

The Steering Committee, which is the MPO's Technical Advisory Committee, will discuss Safety Action Plan recommendations, projects, and strategies at their regular meetings. These discussions should incorporate:

- public concerns and comments,
- additional safety projects that have recently been identified,
- grant opportunities, and
- ongoing strategy implementation.

Additionally, input obtained during public outreach efforts for transportation planning or public comments on transportation projects should be discussed by the committee.

7.2 Data Maintenance

The Montgomery MPO will work with ALDOT to obtain updated crash data each year. This data will be used to help the MPO track progress toward reducing fatalities and serious injuries as plan implementation occurs. Each year, the MPO will post updated performance measure results and a list of ongoing and completed Safety Action Plan projects on the project webpage to share plan implementation progress with the public. The four performance measures are defined in Section 2 of this plan as follows:

- Percent Reduction in the Number of Fatal Crashes
- Percent Reduction in the Number of Serious Injury Crashes
- Percent Reduction in the Number of Non-Motorized Fatal Crashes
- Percent Reduction in the Number of Non-Motorized Serious Injury Crashes

7.3 Plan Implementation

Activities that the MPO can take to implement the plan include:

- Coordination with partner agencies for data collection, public outreach, and analysis.

- Funding opportunity discussions with partner agencies and the pursuit of grant funds when available.
- Implementation of projects and strategies identified in the plan.

7.4 Transparency and Reporting

Regular documentation and reporting on the plan's implementation progress is necessary for its success. Documentation should be prepared and reported for funding opportunities, Steering Committee meetings, public outreach, and other appropriate activities.

The Safety Action Plan will be posted on the Montgomery MPO's website along with progress toward the plan's goals.

Appendix A: Existing Plan Review

State Plans

Alabama Statewide Freight Plan (2022)

Plan Overview

The Alabama Statewide Freight Plan highlights projects and strategies to improve freight operations in the State. It includes freight issues, Federal requirements, and recent trends.

Goals and Objectives

The plan includes a mission statement and eight statewide freight goals as follows:

1. Improve reliability and reduce congestion on the National Multimodal Freight Network (NMFN) within the state.
2. Improve connectivity between all modes of freight transportation and address supply chain issues throughout the state.
3. Coordinate with Metropolitan Planning Organizations (MPOs) and other agencies during the development/update of the Statewide Freight Plan.
4. Ensure a state of good repair along freight network facilities throughout the state.
5. Improve economic benefits by supporting public and private sector investments on the statewide freight network.
6. Promote the safety, security, efficiency, and resiliency of multimodal freight transportation.
7. Promote the use of ITS technologies to improve the safety, efficiency, and reliability on the statewide freight network.
8. Promote and enhance both the human and natural environment while enhancing the performance of the statewide freight network.

In addition, the enhancement of Intelligent Transportation Systems (ITS) infrastructure is mentioned as a national and statewide goal, as well as the goal to coordinate with MPOs and other agencies during plan development.

Key Findings

The following are key findings that are relevant to transportation safety.

- ALDOT has requested that I-59 and I-220 be added to the National Multimodal Freight Network. The Federal Highway Administration has indicated these changes

will be reflected in future updates to national maps and tables.

- Bottleneck data revealed concentrations along I-65, I-59, I-20, I-85, and State Route 38.
- In 2022, corridors with high levels of commodity truck flow were:
    - o I-20 east of Birmingham
    - o I-85 from the Georgia state line toward Montgomery
    - o I-65 between Montgomery and Mobile
    - o I-20/I-59 south of Tuscaloosa

Recommendations for Transportation Safety

The following are recommendations for improved collaboration among the Montgomery, MPO and ALDOT to address safety analysis, project development, and implementation more effectively throughout the MPA:

- Determine whether ITS infrastructure should be upgraded for monitoring traffic incidents and weather-related events along truck routes for transportation safety.
- Prioritize maintenance based on highest volumes of truck traffic and heavy vehicles on roadways that develop potholes.
- Use the bottleneck data to improve transportation safety on routes that are designated for evacuations.

Alabama Strategic Highway Safety Plan (2022)

Plan Overview

The Alabama Strategic Highway Safety Plan provides a general summary of statewide transportation data, goals, and strategies based on the "5 Es of Safety" which include Engineering, Emergency Medical Services, Education, Equity, and Enforcement. The steering committee evaluated metrics and expected outcomes based on emphasis areas. This plan is to be updated every five years.

Goals and Objectives

The Strategic Highway Safety Plan has established goals to:

- Reduce fatalities and serious injuries by 50% by the year 2040.
- Decrease the number of fatalities and serious injuries related to speeding and aggressive driving by 2% each year.
- Decrease the number of fatalities and serious injuries related to impaired driving by 2% each year.
- Decrease the number of fatalities and serious injuries related to distracted and drowsy driving by 2% each year.

- Increase the proper use of safety restraints by vehicle occupants by 1% each year until reaching 95% utilization.
- Decrease the number of fatalities and serious injuries related to roadway/lane departure crashes by 4% each year.
- Decrease the number of fatal and serious injury crashes involving older drivers by 1% each year.
- Decrease the number of fatal and serious injury crashes involving non-motorists by 4% each year.

Key Findings

The following are key findings that are relevant to transportation safety.

- An online interactive GIS map and survey were used for public engagement for plan development, as well as public meetings via Zoom. Paper mailings of the survey were targeted toward low-income and Limited English Proficient (LEP) communities.
- Social and environmental factors were considered in the planning process, particularly regarding hazardous materials, environmental justice, and impacts to disadvantaged communities.
- The State of Alabama has one Federally recognized Native American Tribe which resides on private property. Tribal coordination was not included in the statewide transportation planning process.

Recommendations for Transportation Safety

The following are recommendations for improved collaboration between the Montgomery MPO and ALDOT to address safety analysis, project development, and implementation more effectively throughout the MPA:

- Encourage the educational component of the Strategic Highway Safety Plan by broadening the list of stakeholders to include transportation safety educators, senior citizen groups, bicycle organizations, motorcycle organizations, electric vehicle/scooter interest groups, and attorneys.
- Use feedback stakeholders provide to introduce safety and sensory features into roadway design and infrastructure.

Alabama Statewide Transportation Plan (2017)

Plan Overview

The Statewide Transportation Plan (SWTP) is a long-term strategy that addresses transportation needs for at least twenty years. The current update extends projections to

2040 and evaluates all transportation modes, including roadways, transit, and freight movement, through collaboration with various public and private entities.

Goals and Objectives

The SWTP aims to assess how well the state's transportation network meets public and business needs with a strong focus on roadways due to their significance for people and freight movement. Key goals include promoting safety, maintaining infrastructure, and fostering partnerships to enhance freight investments by:

- Promoting a safe and secure multimodal transportation network,
- Addressing public transportation needs across the state,
- Maintaining roadway infrastructure,
- Evaluating all transportation modes and freight/goods movement,
- Focusing on programs, policies and strategies that assist in the longer term goals and objectives, and
- Building external and freight industry partnerships and efficiently maximizing freight investments.

Key Findings

The following list includes key findings that are relevant to transportation safety.

- Historical Crash Data: The document includes a review of historical crash data from 2011 to 2015, indicating trends and areas of concern related to traffic safety.
- Safety Measures: There is a specific focus on improving safety measures across the transportation network which includes strategies to reduce the frequency and severity of accidents.
- Intelligent Transportation Systems (ITS): The implementation of ITS is highlighted as a critical component for enhancing overall safety, enabling better traffic monitoring and management.
- Emergency Preparedness: The need for improved hurricane evacuation routes emphasizes the importance of safety in emergency situations, ensuring that communities can respond effectively to natural disasters.
- Public Input: The document emphasizes the importance of outreach and public input in identifying safety concerns and priorities in transportation planning, thereby enhancing community engagement in safety initiatives.

Recommendations for Transportation Safety

The following are recommendations to increase roadway safety throughout the State of Alabama, including the MPO region:

- Enhance roadway design with better signage and lighting
- Increase funding for safety programs and public awareness campaigns
- Invest in ITS for traffic monitoring and management
- Conduct regular assessments of high-crash areas
- Develop and update emergency response plans
- Apply safety measures across all transportation modes
- Strengthen law enforcement to deter unsafe driving behaviors
- Engage communities in identifying safety issues
- Integrate safety into all planning processes
- Monitor and evaluate the effectiveness of safety initiatives

Alabama Statewide Bicycle and Pedestrian Plan (2017)

Plan Overview

The Alabama Statewide Bicycle and Pedestrian Plan aims to promote bicycling and walking as viable transportation options across the state.

Goals and Objectives

Alabama's Statewide Bicycle and Pedestrian Plan goals include:

- Reducing crash numbers and severity over time
- Integrating pedestrian and bicycle safety into project prioritization
- Addressing bicycle and pedestrian needs in all project phases, maintenance, and preservation
- Providing training on pedestrian and bicycle facility planning and design
- Coordinating with local jurisdictions

Key Findings

The following are key findings that are relevant to transportation safety.

- Current policies and standards are foundational to the plan, shaping recommendations for safety, access, and economic development.
- Since 2010, USDOT and FHWA have issued guidance on safety and design flexibility.
- Pedestrian and bicycle crashes have generally increased in Alabama since 2009, with a 20% rise from 2011-2013 compared to the previous period. Despite this trend, Alabama has the lowest percentage of pedestrian and bicycle fatalities among southeastern states.
- In September 2014, USDOT emphasized pedestrian and bicycle safety, launching initiatives such as safety assessments, a Road Diet Guide, updated countermeasure systems, and strategic research agendas.

Recommendations for Transportation Safety

Recommendations to address safety analysis, project development, implementation, and inter-agency coordination are described on a statewide level but are applicable for the MPO region. These recommendations are listed below.

- Infrastructure Improvement: Develop and maintain dedicated bike lanes, sidewalks, and safe crossings.
- Safety Campaigns: Launch public awareness initiatives on bicycle and pedestrian safety.
- Policy Support: Advocate for policies prioritizing non-motorized transportation in urban planning.
- Data Collection: Improve methods to track incidents for data-driven decisions.
- Community Engagement: Involve communities to ensure infrastructure meets user needs.
- Training Programs: Offer training for cyclists and pedestrians on safe practices.
- Partnerships: Collaborate with local governments, law enforcement, and advocacy groups to promote safety.

MPO Plans

Montgomery MPO Congestion Management Process (2024)

Plan Overview

The Montgomery MPO Congestion Management Process (CMP) is a plan aimed to identify traffic areas of concern within the MPO region and develop projects and strategies which can be incorporated into the Transportation Improvement Program (TIP) and Long Range Transportation Plan (LRTP). Strategies within the CMP focus on efficiencies in transportation system management and operations instead of traditional highway capacity improvement projects.

Goals and Objectives

Goals for the CMP align with those from other plans, including the LRTP and Unified Planning Work Program (UPWP). These goals are as follows:

- Provide effective management of existing and future transportation facilities through travel demand reduction and operational management
- Optimize the safety of the transportation network
- Optimize the effectiveness and reliability of the transportation network
- Increase multimodal access

Key Findings

Analysis within the CMP resulted in the identification of congested locations and areas of concern. The safety concerns, and their respective areas, are listed below.

- Congestion is currently highest at the US-231 Loop with additional congestion at the I-85/East Boulevard Interchange.
- Several roadways have current heavy congestion with future severe congestion modeled. These locations are: US-231 Loop, Perry Hill Road, Vaughn Road, and Woodley Road. The Lagoon Park Drive/East Boulevard intersection experiences severe congestion under existing conditions.
- Additional safety concerns include driveway and signal spacing on the East Boulevard corridor and additional conflict points from adjacent frontage roads at the Lagoon Park Drive/East Boulevard intersection.

Recommendations for Transportation Safety

Recommendations for reducing congestion within the region were identified on 35 roadway segments, corridors, and intersections. Of the recommendations, those related to safety include:

- Geometric design improvements
- Traffic signal improvements
    - Optimization and interconnection
    - Spacing and retiming
- Alternative interchange design projects
- Access management and growth management programs
- Non-motorized and other improvements

Montgomery MPO Transit Development Plan (2024)

Plan Overview

The Montgomery MPO Transit Development Plan (TDP) is updated every five years to analyze the current transit system, identify improvement opportunities, and recommend changes to meet those opportunities. The focus of the TDP is to increase transit system efficiency and improve the service, mobility, and accessibility to destinations, such as employment opportunities, medical facilities, and shopping centers.

Goals and Objectives

Five goals and six objectives were listed within the TDP as shown below.

Goals

1. Enhance the integration of transit services to support the economy and local land uses.
2. Provide high quality mobility options with safe, efficient service, and multimodal connectivity.
3. Ensure a high level of customer service through effective communication and public engagement.
4. Maximize existing funding sources and assets to provide cost-effective service.
5. Maintain reliability of the transit system service through a state of good repair.

Objectives

1. Assess potential for enhanced headways on select routes.
2. Study reestablishment of downtown bus/trolley system.
3. Address potentially unserved communities in the city.
4. Recommend potential express/BRT corridors.
5. Reference the recent micro-transit proposal and implementation status.
6. Identify opportunities for public/private partnerships.

Key Findings

Key findings, as they relate to safety, largely involve the visibility and location of passenger pick-up locations. The M Transit system is unique in that, although it does have some bus stops, riders are able to hail the bus along its route. Though convenient, this option presents a safety concern as passengers may risk being picked up in unsafe locations along the roadway. Additionally, some existing bus stop locations lack amenities, such as benches and shelters, and are located in areas where there may be visibility concerns.

Recommendations for Transportation Safety

Although there are eleven recommendations, only two include increasing safety as a benefit. These recommendations are:

- Incorporate Autonomous Transit Vehicles: Autonomous vehicles provide a unique opportunity to minimize and avoid unexpected incidents with automobiles and pedestrians. This could be done via shuttle from an automobile to a destination over a short distance, such as from a parking garage to a government building.
- Increase Passenger Amenities: M Transit has made substantial progress in the placement of bus shelters. This should be continued, both with existing and future bus stop locations. Where shelters are not currently feasible, stops should be evaluauted for minor visibility and safety improvements.

Montgomery MPO Transportation Improvement Program FY 2024-2027 (2023)

Plan Overview

The Montgomery MPO Transportation Improvement Program (TIP) prioritizes transportation projects considering available funding and budget constraints. The prioritization process includes safety considerations for both motorized and non-motorized roadway users.

Goals and Objectives

Goals listed within the TIP are included to adhere to specific government regulations. These goals include the scope of the planning process (as required by the FAST Act), national goals for federal-aid highway and public transportation systems (as required by the FHWA), and public participation goals (as they relate to and are required by Title VI, the ADA, and other anti-discrimination regulations).

Key Findings

This document does not incorporate key findings.

Recommendations for Transportation Safety

Nineteen projects within the TIP were listed as a safety improvement. Although this plan has a wide range of projects which impact safety, they can be grouped into overarching categories, such as:

- Intersection upgrades,
- Access modifications,
- Traffic signal installations/upgrades,
- Access management enhancements,
- Guardrail installation,
- Turn lane and/or on-ramp construction,
- Pavement preservation, and
- Roundabout construction.

Montgomery MPO 2045 Long Range Transportation Plan (2022)

Plan Overview

The 2045 Long Range Transportation Plan (LRTP) serves as the guiding document for future transportation planning within the MPO. It summarizes and analyzes data to identify existing and future transportation needs, projects to fulfill those needs, and potential funding sources to support the completion of prioritized projects.

Goals and Objectives

Goals for the LRTP were crafted to both support transportation planning and needs identification, as well as address federal and state priorities.

Federal priorities, identified in the FAST Act, are safety, congestion reduction, system reliability, infrastructure condition, freight movement and economic vitality, reduced project delivery delays, and environmental sustainability.

State priorities, set by the Alabama Department of Transportation (ALDOT), are economic vitality, environmental justice, project coordination and public involvement, and multimodal transportation.

Below is the list of LRTP goals and the state and/or federal priorities they address.

- Optimize the efficiency, effectiveness, connectivity, safety, and security of the transportation system
    - Safety
    - Congestion reduction
    - System reliability
- Promote state of good repair and prioritize maintenance needs
    - Infrastructure condition
- Develop a financially feasible multimodal transportation system to support expansion of the regional economy
    - Freight movement and economic vitality
    - Reduce product delivery delays
- Provide viable travel choices to improve accessibility and mobility, sustain environmental quality, and preserve community values
    - Environmental sustainability
    - Environmental justice
- Coordinate the transportation system with existing and future land use and planned development
    - Project coordination and public involvement
- Increase jurisdictional coordination and citizen participation in the transportation planning process to enhance all regional travel opportunities
    - Project coordination and public involvement
- Develop, maintain, and preserve a balanced multimodal transportation system that provides for safe, integrated, and convenient movement of people and goods
    - Multimodaltransportation
    - Environmental justice

Key Findings

The LRTP includes key findings from different perspectives. The following findings are relative to transportation safety and are grouped by transportation category.

- Roadways
    - Sixteen roadway corridors or segments currently experience significant traffic congestion.
    - Fifteen roadway corridors or segments are modeled to experience high congestion, assuming E+C projects are completed.
    - Within the study time frame, there were 35 fatalities and 240 severe injuries on MPO roadways.
- Transit
    - Specifics on the safety of bus stop locations were not provided.
- Bicycle and Pedestrian
    - Montgomery has the highest number of sidewalks of municipalities in the MPO.
    - Of the seven additional municipalities in the MPO outside of Montgomery, three do not have any sidewalks along roadways and the remaining four only have sidewalks concentrated in their downtown area.
    - Some shared roadways exist for bicyclists; however, gaps exist within the network and separate facilities are sparce when available.
- Freight
    - Congestion also impacts the movement of freight, which can exacerbate existing safety concerns.

Recommendations for Transportation Safety

As congestion was highlighted as the main concern, many of the improvement recommendations aim to increase safety and mobility through lane widening, adding turn lanes, and addressing interstate on and off ramps. Additionally, as the LRTP is required to be fiscally constrained, recommendations are tied to current or anticipated funding levels. These projects include:

- 27 capacity improvement projects with the following significant projects:
    - Widening of Cobbs Ford Road in Prattville
    - US 82 in Prattville from SR 14 to US 31
    - Widening Vaughn Road from Perry Hill Rd to Bell Rd
    - Widening Atlanta Highway from Ann St to Federal Highway

    - Interstate ramp improvements on I-65 and I-85 at several congested interchanges
- 15 operations and maintenance (O&M) Projects which address specific operational, traffic flow, or safety issues

Montgomery MPO Access Management Policy (2021)

Plan Overview

The MPO Access Management Policy aims to provide standard guidance and access management procedures across the different cities and counties within the MPO region.

Goals and Objectives

While there are not individual goals crafted for this plan, there are overarching goals for access management practices. These goals include:

- protecting the health, safety, and welfare of the public,
- maintaining the roadway rights-of-way, and
- preserving the functional level of local roadways and highways while meeting the needs of the traveling public.

Key Findings

This purpose of this plan is to provide policy and guidance for managing roadway access locations. Although there are recommendations for enhancing access points, no analysis was conducted within the plan that would provide key findings.

Recommendations for Transportation Safety

Transportation safety considerations can be incorporated within the design, location, and spacing of access points. Although each recommendation can enhance roadway safety, they are not all applicable at each location. In addition to the recommendations listed below, access design and location are required to be reviewed and approved through the MPO permitting process.

- Intersection Alternatives
    - Roundabout
    - Continuous green T-intersection
    - Median U-turn intersection
    - Restricted crossing U-turn intersection
- Roadway Design Considerations

- Turn lanes at intersections, subdivisions, median openings, and as warranted at other locations
- Medians with appropriately spaced median openings to control turning movement locations
- Limited access points spaced to take sight distance into account
- Access point location to avoid functional intersection areas
- Intersection spacing to avoid excess queueing
- Driveway radii width to match intended use
  - For example, wider radii to accommodate truck traffic in industrial zones
- Driveways to align on opposite sides of the roadway
- Sight distance considerations at intersections

Montgomery MPO Regional Freight Plan (2020)

Plan Overview

The purpose of the Montgomery MPO Regional Freight Plan is to improve freight mobility within the MPO by identifying transportation policies, projects, and strategies.

Goals and Objectives

Specific goals and objectives for freight planning are not enumerated or listed within the plan.

Key Findings

Analysis conducted produced key findings from both the public and stakeholder input and data analysis. Specific safety-related findings include:

- At-grade and grade separation railroad crossings are difficult for trucks to manuever.
- Increasing capacity at industrial park entrances can cause excess queues.
- Weight-restricted and functionally obsolete bridges on local and state networks cause re-routing on non-freight network roadways.
- Roadway condition is poor on truck routes.
- Roadway width and drop-offs on both formal and informal truck routes cause safety concerns.
- Installation of new signals and signal and rail timing may aid in relieving traffic during shift changes at major employers.
- Truck parking locations are inadequate for experienced volumes.

- Several corridors experience or are expected to experience intense congestion within the MPO. These corridors include portions of I-65, I-85, US 231, US 31, US 80, US 82, and the Alabama River Parkway.

Recommendations for Transportation Safety

Recommendations for freight travel include major, minor, operational, last-mile, and policy improvements and considerations. Of the recommendations, listed below, operational and policy improvements are most related to, and expected to have an impact on, the safety of the MPO's roadways.

- I-85/I65 interchange study – evaluate Day Street ramp access to I-65
- County Road 4E (Prattville/International Paper area)
- Railroad operations at Hyundai Blvd and coordination with shift changes
- Work with ALDOT to expand the Alabama Service and Assistance Patrol (ASAP) program to cover I-85 and I-65 in Montgomery to reduce incident-related congestion
- Work with Montgomery Regional Airport to develop strategies and seek funding to begin improving air freight capacity and efficiencies
- Engage logistics managers for large shipping firms (e.g., UPS and logistics providers to major manufacturers) in discussions with ALDOT and MPO technical committee to hone in on safety and operational hot spots for freight project prioritization

Future technologies may play a part in safety considerations as they become feasible for implementation. A list of safety-related upcoming technologies is included below.

- Innovative zoning codes for freight
- Integrating heavy truck design into streets in mixed use areas
- Development of truck parking and staging facilities
- Freight signal priority
- Camera-linked dilemma zone signal technology
- Connected/Autonomous vehicle implications

Montgomery MPO Walk Bike River Region Active Transportation Plan (2018)

Plan Overview

The Walk Bike River Region is the active transportation plan for the Montgomery MPO. The purpose of this plan is to identify, prioritize, fund, and implement walking and biking network projects. The overall vision of the plan is as follows:

> *"Walk Bike River Region envisions a network of high-quality walkways and bikeways that connect communities of all sizes and foster economic growth and regional competitiveness. People of all ages and abilities will have access to comfortable and convenient walking and biking routes, resulting in true mobility choice, improved economic opportunity, and healthier lifestyles. Across the region, a culture of safety and respect is cultivated for people traveling by foot or bike, whether for transportation or recreation."*

Goals and Objectives

Six goals and their related objectives were crafted to support the vision of the plan as listed below.

1. Infrastructure
    a. Regularly inventory bicycle and pedestrian network conditions.
    b. Increase the quantity of bicycle and pedestrian facilities that accommodate the needs of people of all ages and abilities.
2. Safety
    a. Identify roadway designs that lead to systemic safety issues for bicyclists and pedestrians.
    b. Decrease the number of bicycle- and pedestrian-involved collisions.
3. Usage
    a. Increase the percentage of commuters that walk or bike to work.
4. Education and Encouragement
    a. Promote walking and bicycling through educational programming.
    b. Encourage grass-roots contributions to regional bicycle and pedestrian planning efforts.
5. Funding
    a. Decrease the burden of transportation costs on households.
    b. Allocate financial resources to support staff and project development on active transportation projects and programs.
6. Environment and Health
    a. Connect pedestrian and bicycle infrastructure with existing and planned parks, recreational facilities, and open spaces.

Key Findings

Study findings concluded that residents are both more likely to walk and feel safer when walking when compared to riding a bicycle. Almost 60% of River Region residents walk daily or a few times per week, while only 31% of residents bicycle on a daily or weekly basis.

Additionally, over 80% of respondents feel somewhat safe walking, whereas only 39% feel somewhat safe on a bicycle. Gaps in protected bicycle lanes, sidewalks, and street lighting were among the identified concerns for residents within the MPO.

Safety analysis was conducted as part of the plan to determine where the greatest safety needs were. Key findings from this analysis include:

- The majority of walking and biking crashes occur on major roadways and arterials.
- Crashes are concentrated at intersections where multiple major roadways converge.
- Crossing major corridors presents challenges to accessing destinations.
- There were 38 pedestrian fatalities and three bicyclist fatalities during the study time period.

Recommendations for Transportation Safety

Recommendations within the plan are included within different policies, programs, and projects. The following recommendations were chosen for this summary based on their potential to impact transportation safety on MPO roadways.

- Create a Pedestrian Safety Action Plan.
- Establish a regional Safe Routes to School Task Force to coordinate efforts with and across local school districts.
- Implement a comprehensive safety campaign that includes education encouragement, and enforcement components.
- Implement safety campaign in conjunction with Vision Zero efforts and include Safe Routes to School programming.
- Begin by implementing a basic wayfinding system to help users navigate existing bikeways, neighborhood greenways, and trails.
- Develop a sidewalk maintenance program.
- Utilize performance measures that weigh safety as a criteria as well as the benefits of biking and walking.

Several projects were identified as part of this process, and include the constuction and/or installation of:

- Bike Lanes
- Buffered Bike Lanes
- New Sidewalks
- Separated Bike Facilities
- Shared Lane Markings
- Advisory Bike Lanes
- Paved Shoulders
- Yield Roadways
- Sidepaths

Local Plans

Town of Pike Road Comprehensive Plan (2022)

Plan Overview

The 2022 Comprehensive Plan for the Town of Pike Road is the guiding document for community growth and aims to balance the needs of residential and commercial development with land and agricultural preservation.

Goals and Objectives

The goals and objectives of the comprehensive plan are far-reaching and describe detailed strategies for the Town of Pike Road. Principles related to transportation safety were identified from the full list of guiding principles and are included below.

- Transportation & Circulation Goal: To plan and grow an interconnected, multimodal transportation network to preserve and improve existing connectivity, accommodate new development, and reinforce the unique character of Pike Road.
    - Develop and implement street designs that directly correspond with existing and planned adjacent land use and patterns of development.
    - Ensure that new developments dedicate right of way and/or construct streets in compliance with the Town of Pike Road's Major Street Plan.
    - Develop a program to improve and encourage increased use of existing Town of Pike Road Natural Trails.
    - Implement the Town of Pike Road's Natural Trail Plan. Provide an interconnected system of high quality, accessible multi-use trails and greenway corridors that offer diverse, healthy outdoor experiences within a rich variety of landscapes and natural habitats.
    - Work with developers to dedicate and construct portions of the Trail and trailheads as properties develop. Provide incentives for trail dedication and construction in new developments.
    - Require sidewalks for new developments and create a plan for sidewalk construction in existing locations near the new school, Town Hall, and other civic locations.
    - Adopt bicycle-parking requirements for new construction and ensure that new developments are bicycle and pedestrian friendly.
    - Require traffic impact studies and mitigation measures for substantial new developments.

- Develop and implement access management and shared parking provisions to limit curb cuts, increase pedestrian safety and minimize pavement for new commercial development.
- Create parking lot design criteria and mandate where appropriate that parking lots be in the rear or side yards of new commercial structures.

In addition to goals and objectives for the plan, goals were also established for each section individually. The transportation section details the following three goals:

- Support economic development and quality of life – by providing more transportation capacity, while creating more user-friendly streets overall.
- Provide more and safer transportation choices – by creating a better connected network (route choices) and building streets for a variety of users (mode choices).
- Better integrate land use and transportation – by avoiding "mismatches" between land uses and streets and by creating the right combination of land uses and streets to facilitate planned growth.

Key Findings

The following key findings relate to, or are expected to impact, transportation safety:

- Current and future population growth within and surrounding the Town of Pike Road add to traffic on local corridors.
- The construction of additional educational facilities will futher increase traffic.
- Growth will impact the ability of the Town to connect trail and other non-motorized transportation networks.
- Pedestrian and bicyclist safety and comfortable access to community destinations should be priotitized.

Recommendations for Transportation Safety

As mentioned in the plan overview, the comprehensive plan includes a section that pertains to the entirety of the Town, as well as multiple smaller sections that provide additional detail relating to areas of concern. The transportation safety recommendations for the town are:

- Develop construction standards and details for trails and trail amenities;
- Develop a trail maintenance management system;
- Implement the Town of Pike Road's Natural Trails Plan;
- Develop a "priority index" for new sidewalks within the Town; and
- Review and modify existing traffic impact study requirements for new development.

Recommendations with additional specificity for area or roadway type are included below.

- Connect the entire development at Mt. Meigs/Merry with a system of streets that serve pedestrians and bicyclists, as well as automobiles.
- Avenues should be the preferred roadway type when transitioning from Town Centers to adjacent areas, allowing for vehicular, pedestrian, and bicycle mobility.
- Local streets should minimize dead-end conditions such as cul-de-sacs and encourage connectivity to adjacent development when possible.
- Newly identified Main Streets should be comfortable for pedestrians and prioritize non-motorized transportation.
- Town Center (TC), Commercial Corridor (CC), Neighborhood Commercial (NC), and Suburban ares should be designed with pedestrian connectivity and comfort in mind.

In addition to the above recommendations, roadway enhancements were recommended to improve safety, mobility, and access within the Waugh community. These enhancements include:

- Roundabout installation and enhancements for existing roundabouts
- New multi-purpose trails/sidewalks construction and enhancements such as curb and gutter and lighting
- Promoting future roadway connectivity between new and existing development

Project Prattville 2040 Comprehensive Master Plan (2021)

Plan Overview

The Project Prattville 2040 Comprehensive Plan, adopted on April 15, 2021, outlines a strategic vision for the city's development over the next two decades. It emphasizes capital improvements, enhanced city services, and economic development. The plan serves as a guiding document for stakeholders, providing a structured approach to investing in community infrastructure and ensuring the safety and efficiency of transportation systems.

Goals and Objectives

- Education: Support local schools and provide quality education, as well as workfoce development programs.
- Economy: Grow and diversify its economy by revitalizing downtown, expanding tourism, and pursing continued business and industrial development.
- Recreation and Culture: Strengthen its recreational and cultural facilties and programs.
- Infrastructure and Enhancement: Enhance and maintain infratsturcture to meet the needs of future growth.

Key Findings

The following are key findings that are relevant to transportation safety.

- Infrastructure Deficiencies: There is insufficient infrastructure for non-motorized transportation, limiting safe options for pedestrians and cyclists.
- Integration of Economic Development and Transportation: Current transportation infrastructure does not fully support the city's economic development goals, particularly in emerging business districts.
- A need for parks: Over 90% of respondents from the City's online survey support the notion that parks should be distributed throughout Prattville and that there is a park in a reasonable distance of most neighborhoods.

Recommendations for Transportation Safety

The following recommendations address safety in Prattville through roadway safety enhancements, infrastructure development, public education campaigns, and stakeholder engagement.

- Safety Enhancements:
    - Implement traffic calming measures in high-accident areas, such as speed bumps, roundabouts, and improved signage.
    - Install additional street lighting and pedestrian crossings in critical areas to enhance visibility and safety.
- Infrastructure Development:
    - Expand and improve pedestrian pathways and bike lanes throughout the city to promote safe, alternative modes of transportation.
    - Upgrade major roadways and intersections to accommodate increased traffic flow and improve safety.
- Public Education Campaigns:
    - Launch initiatives to educate residents about safe driving practices, pedestrian rights, and the importance of using designated pathways.
    - Partner with local schools to provide traffic safety education programs for students.
- Stakeholder Engagement:
    - Form a Transportation Safety Task Force that includes community members, local businesses, and government representatives to oversee safety initiatives.
    - Conduct regular community meetings to solicit feedback and keep residents informed about transportation improvements and safety measures.

Envision Montgomery 2040 Comprehensive Plan (2020)

Plan Overview

The Envision Montgomery 2040 Comprehensive Plan serves as a framework for the City's growth and development through 2040. It emphasizes community input and research to address current and future transportation safety needs. This plan aims to foster a safe, accessible, and efficient transportation system that benefits all residents and promotes sustainable development.

Goals and Objectives

Goals:

- Promote integration of various modes of transportation (walk, bicycle, automobile, transit) to reinforce regional influence.
- Ensure all transportation systems are accessible to individuals of all abilities.
- Support eco-friendly transportation options that reduce environmental impact.
- Foster community engagement by involving residents in transportation planning and safety initiatives.
- Develop a cohesive cultural tourism marketing plan.

Objectives:

- Develop: focus on developed area, promote adjacent development, focus development or redevelopment into mixed-use activity, address commercial vacancy
- Conserve: expand park and recreational assets and amenities, maintain and protect blueways and green/open spaces, preserve the natural environment
- Revitalize: strengthen existing neighborhoods and expand local amenities in suburban subdivisions

Key Findings

The following are key findings that are relevant to transportation safety.

- Between 2000 and 2016, there was an increase in families living in povery from 14 to 18 percent.
- Limited Non-Motorized Options: There is a significant lack of infrastructure supporting biking and walking which discourages these modes of transport.
- Public Transport Gaps: Existing public transportation services do not adequately meet the needs of all neighborhoods, particularly underserved areas.
- Community Awareness: Residents express varying levels of awareness regarding transportation safety protocols and available resources.

Recommendations for Transportation Safety

Recommendations to increase transportation safety within the City of Montgomery include improvements in infrastructure, public transportation, safety education, and community involvement as shown below.

- Infrastructure Improvement:
  - Upgrade traffic signals and signage at critical intersections identified as high-risk.
  - Expand the network of bike lanes and pedestrian-friendly pathways to promote safe walking and cycling.
- Public Transportation Enhancement:
  - Assess and redesign public transportation routes to better serve underserved communities.
  - Increase the frequency and reliability of public transit services.
- Safety Education Initiatives:
  - Launch outreach programs to educate residents about traffic safety, emphasizing the importance of safe driving practices, pedestrian rights, and cycling safety.
  - Collaborate with schools to integrate traffic safety education into their curricula.
- Community Involvement:
  - Establish a Transportation Safety Advisory Committee to involve community members in ongoing discussions about transportation safety and improvements.
  - Conduct regular community surveys to gather feedback on transportation needs and safety concerns.

Montgomery County Hazard Mitigation Plan (2015)

Plan Overview

The Montgomery County Hazard Mitigation Plan is a comprehensive, multi-jurisdictional framework aimed at reducing the impact of various hazards on the community. This plan meets the requirements of the Federal Disaster Mitigation Act of 2000 (DMA 200) and meets all eligibility requirements set by the Federal Emergency Management Agency (FEMA) for grant assistance.

It serves as a strategic guide for local governments and stakeholders to identify vulnerabilities, enhance resilience, and develop effective mitigation strategies. The plan addresses a range of potential hazards, including natural disasters and hazards, environmental risks, and man-made incidents, ensuring a coordinated approach to safeguarding residents and infrastructure, and covers the entire county including unincorporated areas, the City of Montgomery and Town of Pike Road.

Goals and Objectives

- Enhance Community Resilience: Strengthen the ability of Montgomery County to withstand and recover from various hazards.
- Support Regional Response: Establish a comprehesive countywide hazard mitigation system.
- Reduce Vulnerabilities: Identify and address vulnerabilities in infrastructure, housing, and public safety systems.
- Promote Public Awareness: Increase community understanding of hazards and encourage preparedness measures.
- Foster Collaborative Efforts: Encourage cooperation among jurisdictions, agencies, and stakeholders in hazard mitigation efforts.

Key Findings

- The plan included citizen input on hazard mitigation planning.
- Montgomery County experienced 67 thunderstorm events in a 10 year period resulting in a greater than 100% (6.70) probability that a thunderstorm event will occur on an annual basis.
- The risk assessment highlights multiple hazards, including flooding, severe storms, and infrastructure vulnerabilities, necessitating targeted mitigation strategies.
- Certain infrastructure systems are particularly susceptible to damage during extreme weather events, emphasizing the need for upgrades and improvements.
- Many residents lack awareness of potential hazards and the necessary preparedness actions, indicating a need for educational initiatives.
- There is a strong interest among local jurisdictions and agencies to work together on mitigation efforts, but formalized partnerships are needed.

Recommendations for Transportation Safety

The Montgomery County Hazard Mitigation Plan identified areas to improve transportation safety. Specific recommendations include:

- Risk Assessment and Infrastructure Improvements:

    - Conduct detailed assessments of infrastructure vulnerabilities and prioritize upgrades in high-risk areas to enhance resilience.
    - Implement floodplain management practices and stormwater management systems to mitigate flooding risks.
- Educational Outreach Programs:
    - Develop and distribute educational materials that inform residents about local hazards, preparedness measures, and emergency response plans.
    - Organize community workshops and drills to engage residents in preparedness activities and response training.
- Strengthening Partnerships:
    - Create a multi-jurisdictional hazard mitigation task force to facilitate collaboration among local governments, agencies, and community organizations.
    - Seek funding opportunities to support joint mitigation projects and initiatives.
- Monitoring and Evaluation:
    - Establish a framework for ongoing monitoring and evaluation of mitigation strategies to ensure effectiveness and adaptability over time.
    - Regularly update the Hazard Mitigation Plan based on new data, emerging risks, and community feedback.

Downtown & Riverfront Revitalization Plan for Wetumpka, Alabama (2014)

Plan Overview

The Downtown & Riverfront Revitalization Plan for the City of Wetumpka adopts a holistic approach to revitalize the city's historic areas, leveraging the framework provided by the National Main Street program. This plan builds on previous studies and is developed with guidance from a diverse steering committee. The focus is on enhancing the downtown and riverfront areas to stimulate economic growth, improve livability, and promote community engagement.

Goals and Objectives

- Revitalize Historic Areas: Restore and enhance the character and vibrancy of Wetumpka's downtown and riverfront.
- Improve Transportation Safety: Ensure safe access and movement for pedestrians, cyclists, and vehicles in revitalized areas.
- Encourage Economic Development: Foster an environment conducive to business growth and tourism.

- Enhance Community Engagement: Involve residents and stakeholders in the revitalization process to ensure that it meets community needs.

Key Findings

The following are key findings that are relevant to transportation safety.

- Safety Concerns: Many areas in downtown Wetumpka lack adequate pedestrian pathways and safe crossing points, leading to safety concerns for residents and visitors.
- Underutilized Spaces: The riverfront and downtown areas are underutilized with potential for increased recreational, commercial, and cultural activities.
- Community Interest: There is strong community interest in revitalization efforts with residents eager to participate in planning and development.
- Economic Opportunities: Revitalizing historic areas can attract tourism and stimulate local businesses, benefiting the overall economy.

Recommendations for Transportation Safety

The following list includes recommendations for improvements to address safety through different initiatives. Additional information about specific recommendations is included below.

- Pedestrian Safety:
  - Install additional crosswalks and traffic calming measures in high-traffic areas to enhance safety.
- Revitalization of Public Spaces:
  - Invest in the beautification of the riverfront and downtown through landscaping, public art, and amenities that encourage community gatherings.
  - Create multi-use spaces that can host events, markets, and recreational activities.
- Support for Local Businesses:
  - Launch initiatives to promote local businesses, such as marketing campaigns and small business grants.
  - Organize community events and festivals to draw visitors to the revitalized areas and stimulate economic activity.
- Community Engagement Initiatives:
  - Host regular town hall meetings and workshops to gather community feedback and encourage participation in the revitalization process.
  - Develop partnerships with local organizations and schools to involve a broader segment of the community in planning and implementation.

Appendix B: Outreach Documentation Round 1

Webpage Content

Montgomery MPO's Safety Action Plan

Project Introduction

The Montgomery MPO is developing a Safety Action Plan to identify safety challenges and improvements throughout our region's transportation system. The plan's purpose is to improve roadway safety by planning and implementing projects designed to significantly reduce or eliminate roadway fatalities and serious injuries among all users, including motorists, pedestrians, bicyclists, and public transit users. The plan will follow the requirements identified in the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) Grant Program.

Project Components

The comprehensive safety action plan will include the following key components:

- Leadership commitment and goal setting that includes a goal timeline for eliminating roadway fatalities and serious injuries.
- Planning structure through a committee, task force, implementation group, or similar body charged with oversight of the Action Plan development, implementation, and monitoring.
- Safety analysis of the existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region.
- Engagement and collaboration with the public and relevant stakeholders, including the private sector and community groups, that allows for both community representation and feedback.
- Equity considerations developed through a plan using inclusive and representative processes.
- Policy and process changes that assess the current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize transportation safety.
- Strategy and project selections that identify a comprehensive set of projects and strategies, shaped by data, the best available evidence and noteworthy practices, as well as stakeholder input and equity considerations, that will address the safety problems described in the Action Plan.
- Progress and transparency methods that measure progress over time after an Action Plan is developed or updated, including outcome data.

Public Feedback Needed!

We need your input to identify safety concerns throughout the Montgomery metropolitan planning area transportation network! Your feedback will help the study team understand and address your priorities throughout the plan development process.

Please take our short survey designed to identify and prioritize safety concerns. The survey can be accessed by clicking on the link below. It should only take a few minutes to complete. It will be open from December 9th - February 12th

https://metroquestsurvey.com/zq0u0c

Vision Zero

Roadway fatalities are increasing every year in the United States. The goal of Vision Zero is to eliminate roadway fatalities and serious injuries. The Montgomery MPO's Safety Action Plan will look at the region through the lens of the Safe System Approach. The Safe System Approach works by building and reinforcing multiple layers of protection to both prevent crashes from occurring and minimize the harm caused to those involved when crashes do occur. This approach is a shift from a conventional safety approach because it focuses on both human mistakes and human vulnerability and designs a system with many redundancies in place to protect everyone.

Source: FHWA

Source: FHWA

334-625-2713

Montgomery Metropolitan Planning Organization

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MPO Transportation Safety Action Plan Public Engagement/Public Input Meeting

HOME / MPO TRANSPORTATION SAFETY ACTION PLAN PUBLIC ENGAGEMENT/PUBLIC INPUT MEETING

The Montgomery Metropolitan Planning Organization (MPO) announces that a public meeting will be held to engage the public for input into the development of a Regional Safety Action Plan that covers portions of Montgomery, Elmore and Autauga Counties and Cities and Towns within each county. The Regional Safety Action Plan is being developed to plan for and help prevent roadway fatalities and serious injuries for Montgomery area motorists, pedestrians, bicyclists and transit riders.

The Montgomery MPO needs the publics input into the development of the Regional Safety Action Plan in order to guide the development of the Plan and help identify safety challenges and needed improvements throughout the region's transportation system. Help Plan a safer transportation system throughout the Montgomery Area with your input!

The public engagement meeting will be an open house style format meeting where citizens can walk-in at their leisure to talk to MPO Transportation Planning Staff and Consulting Firm Staff about needed safety action problems, issues or improvements.

The following public engagement meeting is scheduled as follows:

Date: Wednesday, February 5th

Time: 5:30pm - 7:00pm

Location: City of Montgomery - City Hall

103 North Perry Street

Montgomery, AL 36104

City Hall Auditorium

For more information about Safety Action Plan please visit the MPO website at https://montgomerympo.org/safetyactionplan/ or call Mr. Robert Smith, Director of Planning, Department of Planning, City of Montgomery/Montgomery MPO, Montgomery, Alabama at (334) 625-2218 or email him at rsmith@montgomeryal.gov If you have disability that requires assistance, please contact the MPO Staff at least 72 hours before the meeting at the number listed above so that accommodations can be made.

ALL MEETINGS ARE OPEN TO THE PUBLIC.

Event details:

Start datetime
February 5, 2025 5:30 pm
End date
February 5, 2025 7:00 pm

Google Calendar
iCal Feed

Organizer details:

Venue Details

Information

News Media

https://www.montgomeryindependent.com/news/montgomery-mpo-to-host-public-meeting-for-regional-safety-action-plan-input/article_f93fe376-d4d3-11ef-a55c-076631590675.html

Montgomery MPO To Host Public Meeting For Regional Safety Action Plan Input

Jan 17, 2025

The Montgomery Metropolitan Planning Organization (MPO) announces a public meeting aimed at engaging the community for input into the development of a Regional Safety Action Plan. This plan will cover portions of Montgomery, Elmore, and Autauga Counties, as well as the

cities and towns within each county. The initiative is designed to address roadway fatalities and serious injuries affecting motorists, pedestrians, bicyclists, and transit riders in the Montgomery area.
The MPO emphasizes the importance of public participation in shaping the Regional Safety Action Plan. "The Montgomery MPO needs the public's input into the development of the Regional Safety Action Plan in order to guide the development of the Plan and help identify safety challenges and needed improvements throughout the region's transportation system," said a spokesperson for the MPO. "Help plan a safer transportation system throughout the Montgomery Area with your input!"

The public engagement meeting will adopt an open house format, allowing citizens to walk in at their convenience. Attendees will have the opportunity to speak with MPO Transportation Planning Staff and Consulting Firm Staff about safety issues, problems, and potential improvements in the region.

The details for the upcoming public engagement meeting are as follows:

Date:Wednesday, January 22, 2025

Time: 5:30 P.M. – 7:00 P.M.

Location: City of Montgomery - City Hall

103 North Perry Street

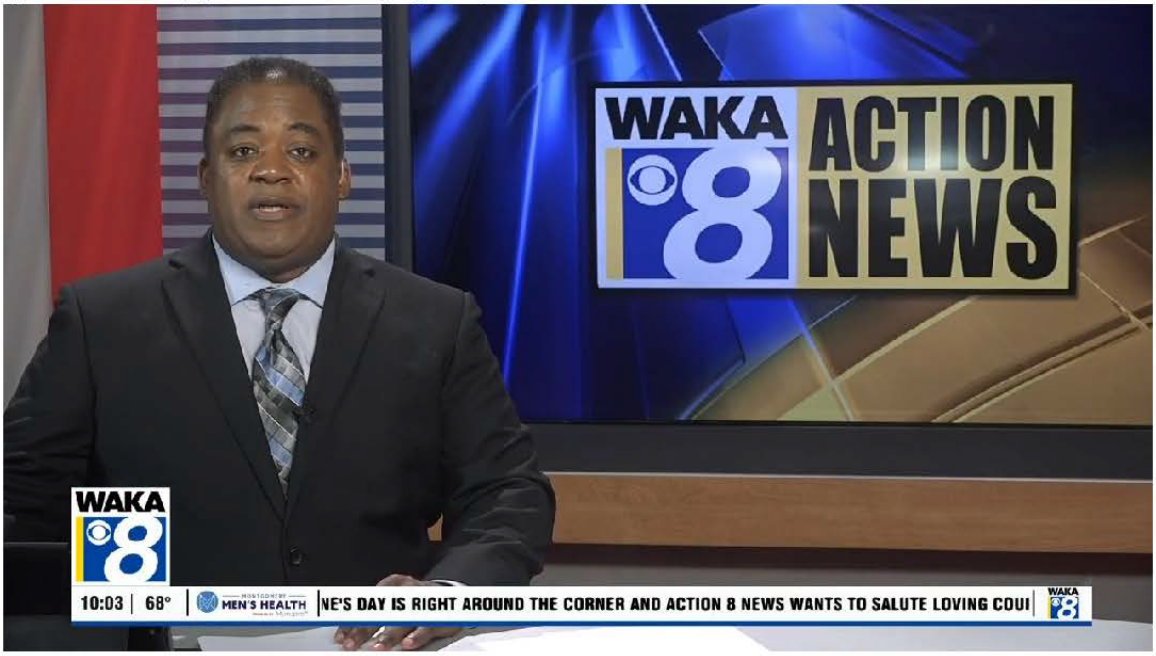
Montgomery, AL 36104

City Hall Auditorium

This meeting represents a crucial step in the MPO's efforts to enhance transportation safety across the region. Community members are encouraged to attend and share their insights, which will play a vital role in the development of the Regional Safety Action Plan. Your voice matters in creating a safer transportation environment for everyone in the Montgomery area.

Montgomery-area transportation planners want your ideas

Posted: Feb 6, 2025 12:05 PM CST
by WAKA Action 8 News (https://www.waka.com/bios/jamey-tucker/)



The Montgomery Metropolitan Planning Organization wants your input in a transportation survey as it develops a Regional Safety Action Plan which would cover portions of Montgomery, Elmore and Autauga counties.

The group wants to know how it can make transportation safety better, keeping drivers, pedestrians, bicyclists and bus riders safer.

At a meeting Wednesday, they heard from some residents.

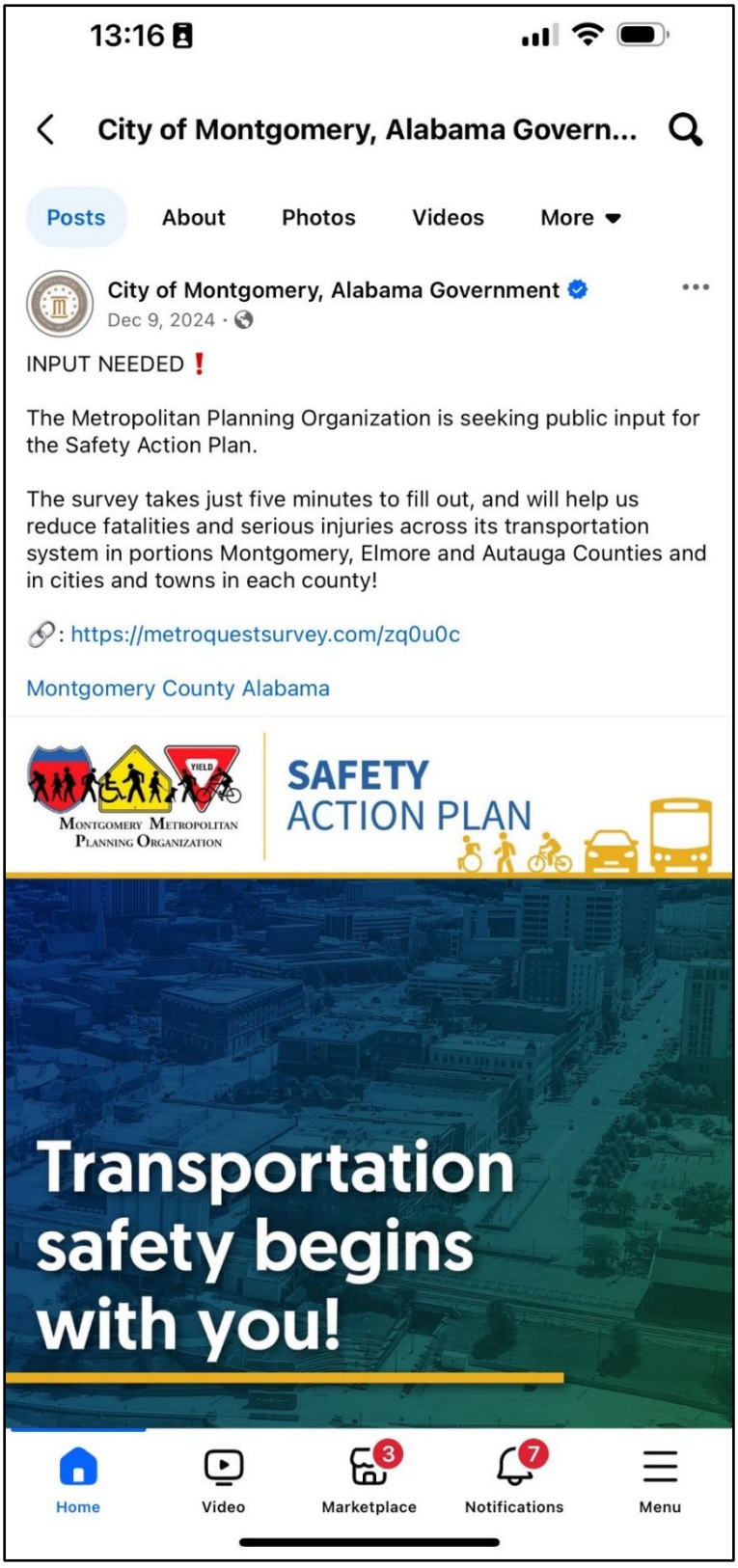
“Maybe changing the roadways, you know, making it to where they’re more biker-friendly, biker lanes, only put up speed bumps, there very cheap easy to implement speed bumps where people can’t easily ride over them just a little bit more public transportation to makeup for individuals who may not be able to keep their cars to a safe standard,” Montgomery resident Kahner Calloway told Action 8 News.

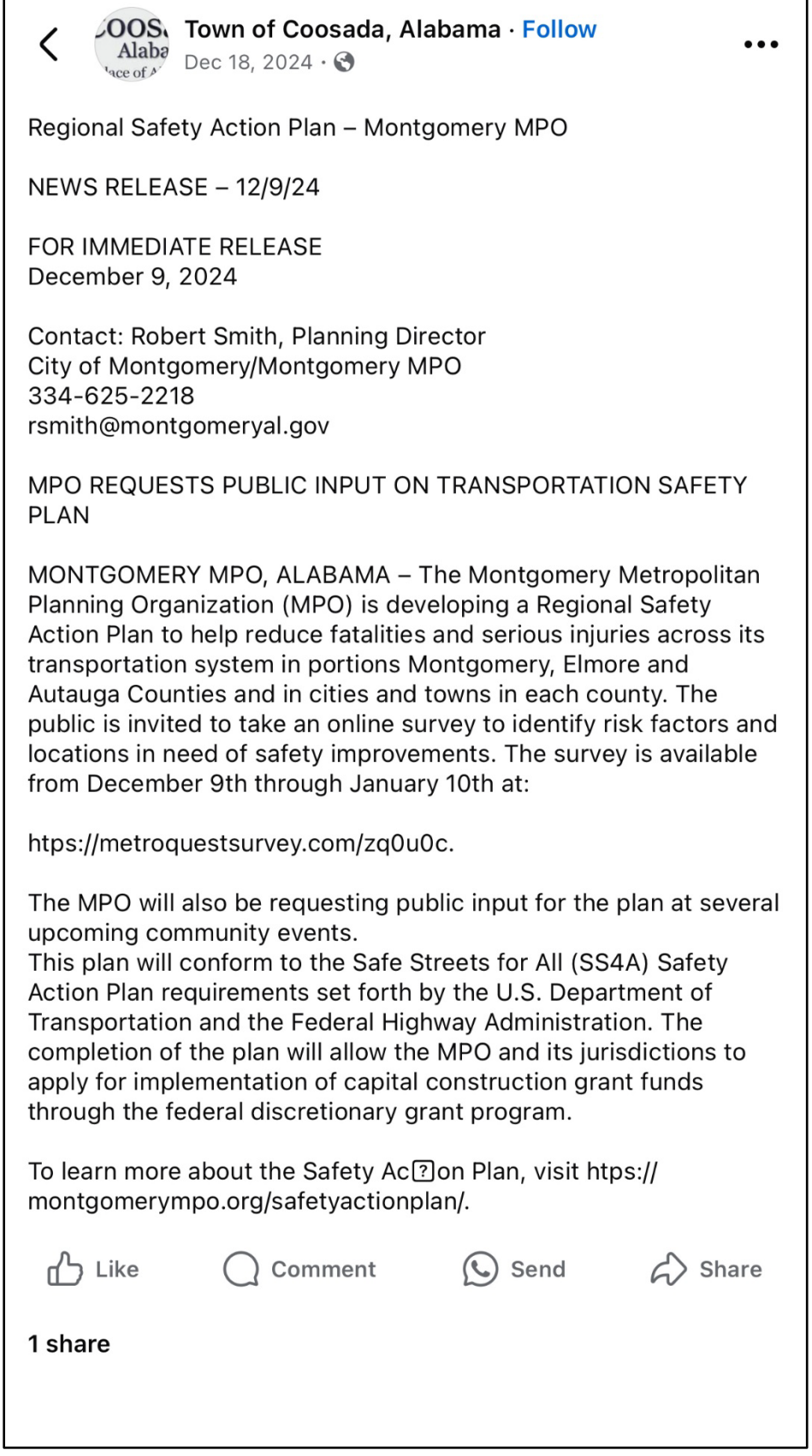
“It’s our intention to try to address all of the issues, identify where those issues are, come up with a plan of action to address those in a plan, an action plan and get to a point of actually implementing those, needed safety improvements to make the system a lot safer than what it is today,” Montgomery Metropolitan Planning Organization Director Robert Smith said.

The group says some changes can happen immediately, while others might take one to five years. A few may take longer than that.

CLICK HERE (https://live.metroquestsurvey.com/?u=zq0u0c#!/?p=web&pm=dynamic&s=1&popup=WTD) to take the survey. The deadline is Wednesday, February 12.

Social Media





Town of Coosada, Alabama · Follow
Dec 18, 2024 ·

Regional Safety Action Plan – Montgomery MPO

NEWS RELEASE – 12/9/24

FOR IMMEDIATE RELEASE
December 9, 2024

Contact: Robert Smith, Planning Director
City of Montgomery/Montgomery MPO
334-625-2218
rsmith@montgomeryal.gov

MPO REQUESTS PUBLIC INPUT ON TRANSPORTATION SAFETY PLAN

MONTGOMERY MPO, ALABAMA – The Montgomery Metropolitan Planning Organization (MPO) is developing a Regional Safety Action Plan to help reduce fatalities and serious injuries across its transportation system in portions Montgomery, Elmore and Autauga Counties and in cities and towns in each county. The public is invited to take an online survey to identify risk factors and locations in need of safety improvements. The survey is available from December 9th through January 10th at:

https://metroquestsurvey.com/zq0u0c.

The MPO will also be requesting public input for the plan at several upcoming community events.
This plan will conform to the Safe Streets for All (SS4A) Safety Action Plan requirements set forth by the U.S. Department of Transportation and the Federal Highway Administration. The completion of the plan will allow the MPO and its jurisdictions to apply for implementation of capital construction grant funds through the federal discretionary grant program.

To learn more about the Safety Ac□on Plan, visit https://montgomerympo.org/safetyactionplan/.

Like Comment Send Share

1 share

Montgomery County Alabama · **Follow**
Jan 15 ·

We Need Your Input!
The Montgomery MPO Safety Action Plan is underway, and your voice is essential! Help us shape a plan that reflects the transportation safety priorities and concerns of our community by completing this short survey.

Survey Link: https://montgomerympo.org/safetyactionplan/
Don't wait! Share your thoughts today and help us create safer transportation infrastructure for everyone.

Your feedback matters, so please share this post with friends, family, and neighbors! Let's work together for a safer Montgomery County.

montgomerympo.org
MPO Safety Action Plan

1 share

Autauga County Alabama · Follow
Jan 17 ·

Please take a few minutes to participate in a brief 5 question survey. This is your chance to share your thoughts, concerns, and insights about transportation safety in your commute and Autauga County!

Montgomery, Autauga and Elmore are all included in the Montgomery MPO, and your input will help to shape a plan that genuinely reflects the priorities and values of Autauga County and our communities.

The Montgomery Metropolitan Planning Organization (MPO) is vital for ensuring our transportation systems are efficient, s... See more

Autauga EMA · Follow
Jan 17 ·

Please take a few minutes to participate in a brief 5 question survey. This is your opportunity to share your thoughts, concerns, and insights about transportation safety... See more

live.metroquestsurvey.com
Montgomery MPO Safety Action Plan Round 1

1 share

Wade Newman · Follow

6d ·

If you would like to be involved in providing input to the Metropolitan Planning Organization (MPO) they are having a PUBLIC MEETING on 05 FEB. They are asking for input for the development of the Regional Safety Action Plan.

This is a good opportunity to provide input and learn about the MPO!!

PUBLIC MEETING NOTICE

Montgomery Metropolitan Planning Organization (MPO) Transportation Safety Action Plan Public Engagement/Public Input Meeting

The Montgomery Metropolitan Planning Organization (MPO) announces that a public meeting will be held to engage the public for input into the development of a Regional Safety Action Plan that covers portions of Montgomery, Elmore and Autauga Counties and Cities and Towns within each county. The Regional Safety Action Plan is being developed to plan for and help prevent roadway fatalities and serious injuries for Montgomery area motorists, pedestrians, bicyclists and transit riders.

The Montgomery MPO needs the publics input into the development of the Regional Safety Action Plan in order to guide the development of the Plan and help identify safety challenges and needed improvements throughout the region's transportation system. Help Plan a safer transportation system throughout the Montgomery Area with your input!

The public engagement meeting will be an open house style format meeting where citizens can walk-in at their leisure to talk to MPO Transportation Planning Staff and Consulting Firm Staff about needed safety action problems, issues or improvements.

The following public engagement meeting is scheduled as follows:

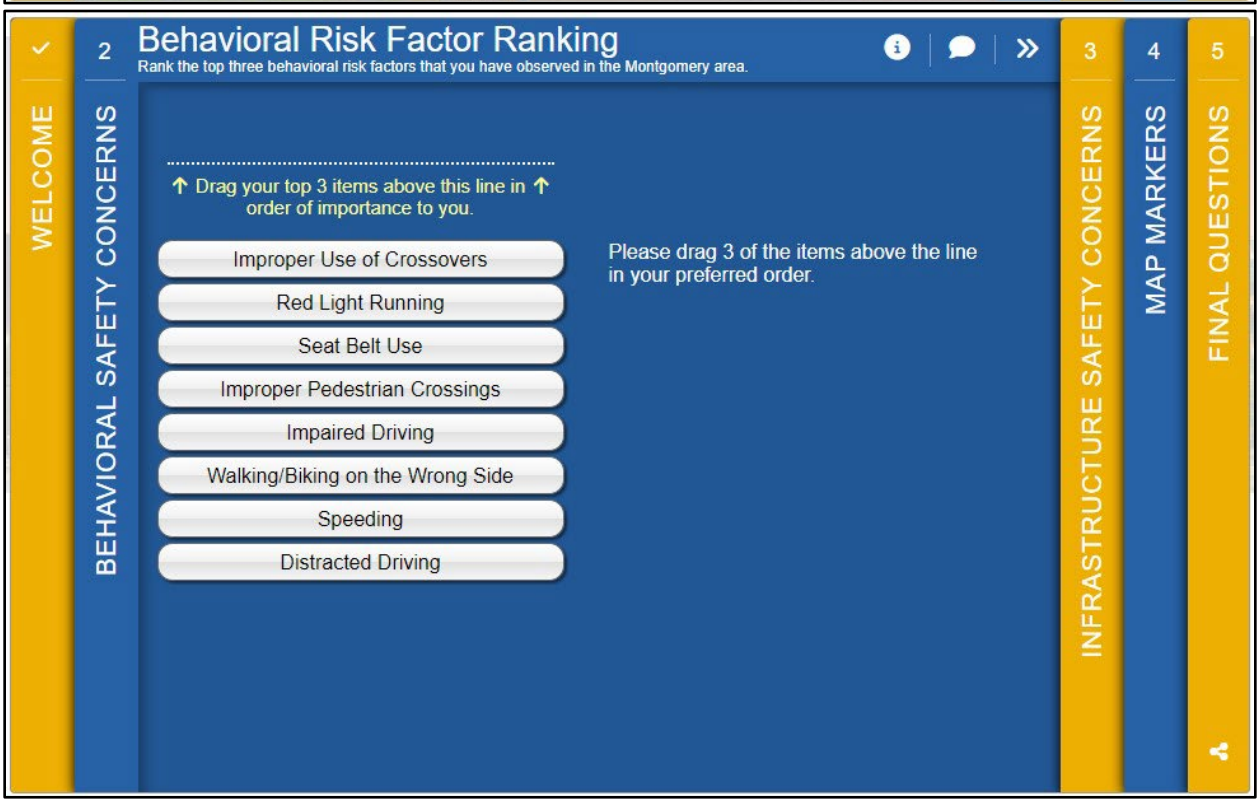
Date: Wednesday, February 5, 2025
Time: 5:30pm – 7:00pm
Location: City of Montgomery - City Hall
Old Council Chamber
103 North Perry Street
Montgomery, AL 36104
City Hall Auditorium

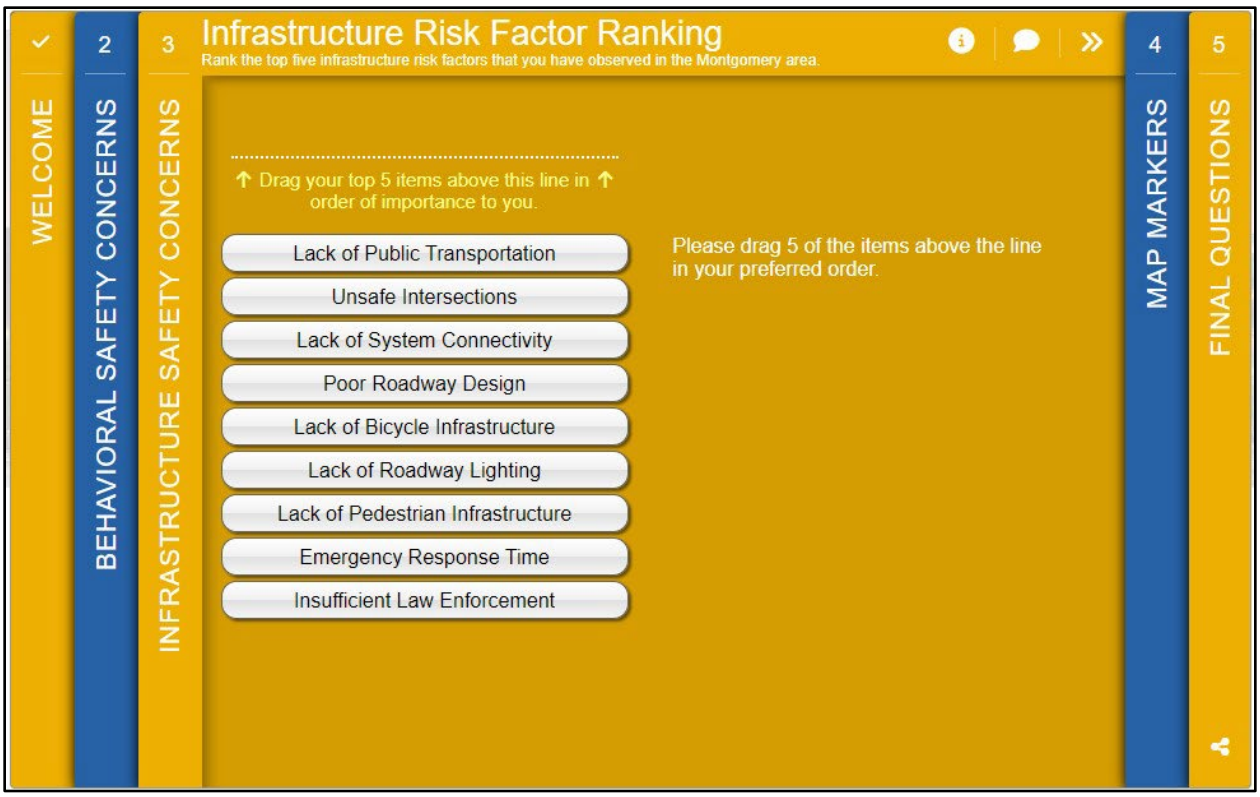
For more information about Safety Action Plan please visit the MPO website at https://montgomerympo.org/safetyactionplan/ or call Mr. Robert Smith, Director of Planning, Department of Planning, City of Montgomery/Montgomery MPO, Montgomery, Alabama at (334) 625-2218 or email him at rsmith@montgomeryal.gov If you have disability that requires assistance, please contact the MPO Staff at least 72 hours before the meeting at the number listed above so that accommodations can be made.

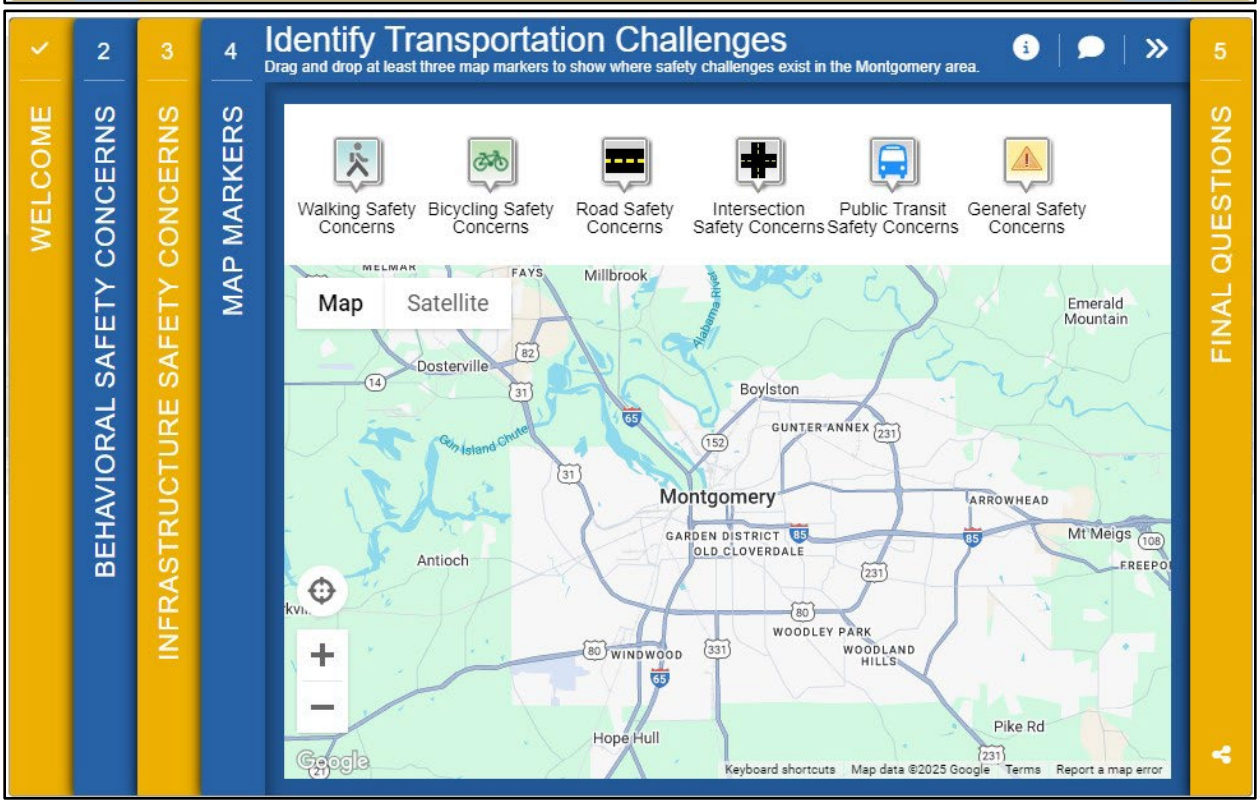
ALL MEETINGS ARE OPEN TO THE PUBLIC.

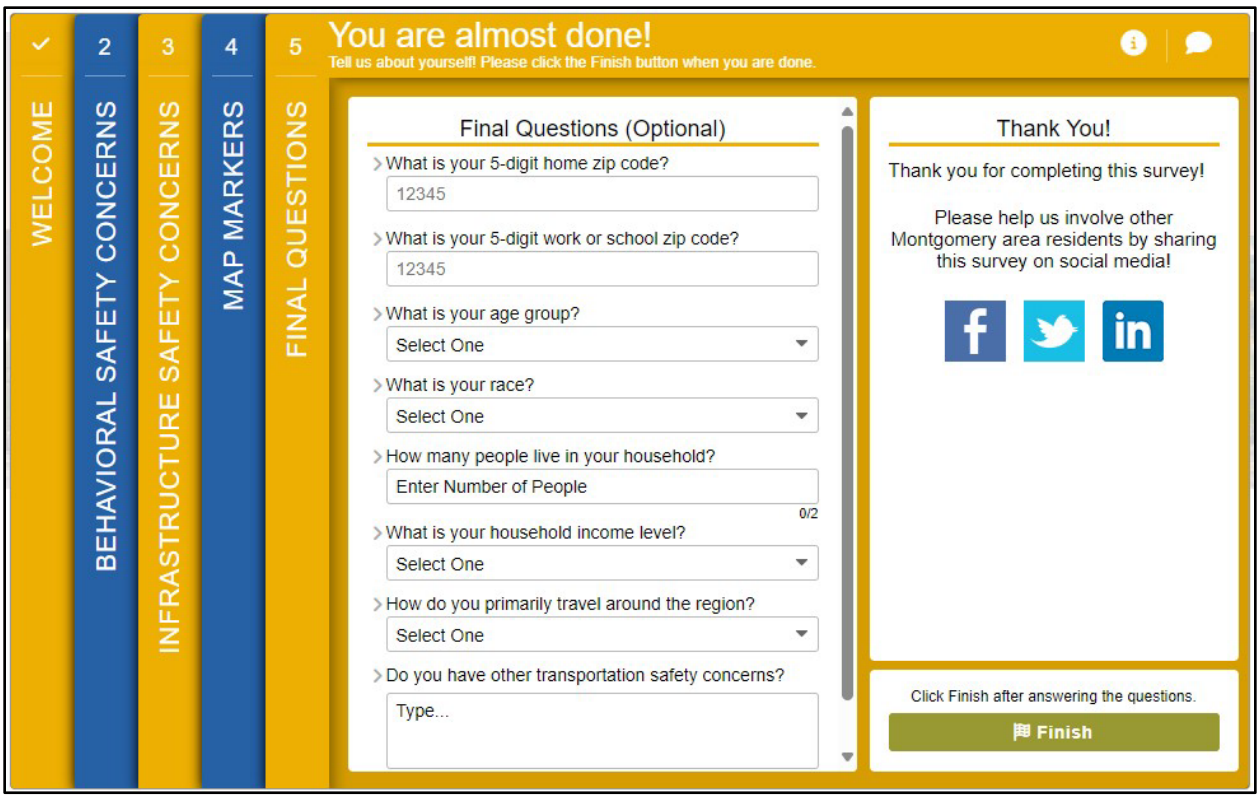

facebook
Log In
Like
Comment
Durinda Futch
3h
City of Montgomery, Alabama Government
11h ·
Meeting Update!
Due to the winter weather impacting our city today, the Montgomery Metropolitan Planning Organization (MPO) has canceled the public meeting originally scheduled for Wednesday, January 22, 2025.
This meeting was an important step in developing the Regional Safety Action Plan, aimed at improving roadway safety across Montgomery, Elmore, and Autauga Counties.
A new date and time will be announced soon. Stay safe and stay tuned for updates! Thank you for ... See more
Montgomery Metropolitan Planning Organization
SAFETY
ACTION PLAN
PUBLIC INPUT NEEDED!
EVENT CANCELLED

Survey Slides




WELCOME
2
BEHAVIORAL SAFETY CONCERNS
3
INFRASTRUCTURE SAFETY CONCERNS
Infrastructure Risk Factor Ranking
Rank the top five infrastructure risk factors that you have observed in the Montgomery area.
4
MAP MARKERS
5
FINAL QUESTIONS
↑ Drag your top 5 items above this line in ↑ order of importance to you.
Lack of Public Transportation
Unsafe Intersections
Lack of System Connectivity
Poor Roadway Design
Lack of Bicycle Infrastructure
Lack of Roadway Lighting
Lack of Pedestrian Infrastructure
Emergency Response Time
Insufficient Law Enforcement
Please drag 5 of the items above the line in your preferred order.


WELCOME
2
BEHAVIORAL SAFETY CONCERNS
3
INFRASTRUCTURE SAFETY CONCERNS
4
MAP MARKERS
Identify Transportation Challenges
Drag and drop at least three map markers to show where safety challenges exist in the Montgomery area.
5
FINAL QUESTIONS
Walking Safety Concerns
Bicycling Safety Concerns
Road Safety Concerns
Intersection Safety Concerns
Public Transit Safety Concerns
General Safety Concerns
Map
Satellite
Millbrook
Emerald Mountain
Dosterville
Boylston
GUNTER ANNEX
Montgomery
ARROWHEAD
GARDEN DISTRICT
OLD CLOVERDALE
Mt Meigs
Antioch
WOODLEY PARK
WOODLAND HILLS
WINDWOOD
Hope Hull
Pike Rd
Google
Keyboard shortcuts
Map data ©2025 Google
Terms
Report a map error


WELCOME
2
BEHAVIORAL SAFETY CONCERNS
3
INFRASTRUCTURE SAFETY CONCERNS
4
MAP MARKERS
5
FINAL QUESTIONS
You are almost done!
Tell us about yourself! Please click the Finish button when you are done.
Final Questions (Optional)
What is your 5-digit home zip code?
12345
What is your 5-digit work or school zip code?
12345
What is your age group?
Select One
What is your race?
Select One
How many people live in your household?
Enter Number of People
0/2
What is your household income level?
Select One
How do you primarily travel around the region?
Select One
Do you have other transportation safety concerns?
Type...
Thank You!
Thank you for completing this survey!
Please help us involve other Montgomery area residents by sharing this survey on social media!
Click Finish after answering the questions.
Finish

Public Engagement Meeting Attendance Sheet

MONTGOMERY AREA METROPOLITAN PLANNING ORGANIZATION

Transportation Safety Action Plan Public Engagement/Public Input Meeting

City of Montgomery - City Hall
Old Council Chamber
103 North Perry Street
Montgomery, AL 36104
City Hall Auditorium

Sign-In Sheet

(Wednesday, February 5, 2024 @ 5:30 p.m. – 7:00 p.m.)

NAME (please print)	E-Mail Address
1. Casey Lewis	ctlewis@montgomeryal.gov
2. Robert Smith	rsmith@montgomeryal.gov
3. Cynthia Posey	Cynthiaposey@gmail.com
4. Johnnie C. Sankey	Johnniesankey@gmail.com
5. Julie Bland	City Council
6. Katherine C. Calloway	katherinecalloway@gmail.com MDPA VP/C
7. Alex Gladden	agladden@gannett.com
8. James Askew	jaskew@montgomeryal.gov
9. Julian Wellis	julian.wellis@montgomeryal.gov
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Public Engagement Posters

Montgomery Metropolitan Planning Organization

SAFETY ACTION PLAN

Considering behavioral roadway safety issues in the Montgomery area, what categories are of greatest concern or importance to you?

Category	Sticker
Impaired Driving	
Improper Pedestrian Crossings	
Walking/Biking on the Wrong Side	
Red Light Running	
Speeding	
Distracted Driving	
Improper Use of Crossovers	
Improper Seat Belt Usage	

https://montgomerympo.org/safetyactionplan/

Montgomery Metropolitan Planning Organization

SAFETY ACTION PLAN

Considering transportation infrastructure within the Montgomery area, what categories are of greatest concern or importance to you?

Category	Sticker
Emergency Response Time	
Insufficient Law Enforcement	
Lack of Roadway Lighting	
Lack of System Connectivity	
Lack of Public Transportation	
Unsafe Intersections	
Lack of Bicycle Infrastructure	
Lack of Pedestrian Infrastructure	
Poor Roadway Design	

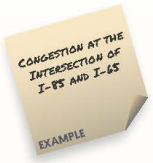
https://montgomerympo.org/safetyactionplan/

Montgomery Metropolitan Planning Organization

SAFETY
ACTION PLAN

During your daily commute or activities, what transportation safety challenges do you encounter when traveling around the Montgomery area?

What improvements would you suggest?



https://montgomerympo.org/safetyactionplan/

Appendix C: Outreach Documentation Round 2

Public Comment Form

MONTGOMERY MPO COMMENT FORM
DRAFT REGIONAL SAFETY ACTION PLAN

NAME **DATE**

ADDRESS

EMAIL

1. Please list all comments you have regarding the proposed Draft Regional Safety Action Plan or where additional safety improvements are needed:

2. Please list comments about this public involvement procedure:

Please return comments by Monday, June 23, 2025 via mail or email. Telephone comments may be made by calling (334) 625-2218. All comments will be provided to MPO members to review before final Safety Action Plan approval. Thank you for your involvement.

City of Montgomery Department of Planning, Transportation Planning Division
P.O. Box 1111, Intermodal Transportation Facility, 495 Molton Street., Planning Department, Transportation Planning Division, Montgomery AL 36101-1111
Telephone: (334) 625-2218
E-mail: rsmith@montgomeryal.gov

Webpage Content

Documents

DRAFT Montgomery MPO Safety Action Plan Report
Montgomery Policy Board Update 3-2025.pdf
Montgomery Committee Update 5-2025.pdf

MPO Regional Safety Action Plan Presentation TACCAC Update_03/18/2025.pdf
Montgomery MPO Safety Action Plan Update Presentation 01/16/2025 January 2025.pdf

Project Introduction

The Montgomery MPO is developing a Safety Action Plan to identify safety challenges and improvements throughout our region's transportation system. The plan's purpose is to improve roadway safety by planning and implementing projects designed to significantly reduce or eliminate roadway fatalities and serious injuries among all users, including motorists, pedestrians, bicyclists, and public transit users. The plan will follow the requirements identified in the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) Grant Program.

Project Components

The comprehensive safety action plan will include the following key components:

- Leadership commitment and goal setting that includes a goal timeline for eliminating roadway fatalities and serious injuries.

- Planning structure through a committee, task force, implementation group, or similar body charged with oversight of the Action Plan development, implementation, and monitoring.
- Safety analysis of the existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region.
- Engagement and collaboration with the public and relevant stakeholders, including the private sector and community groups, that allows for both community representation and feedback.
- Equity considerations developed through a plan using inclusive and representative processes.
- Policy and process changes that assess the current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize transportation safety.
- Strategy and project selections that identify a comprehensive set of projects and strategies, shaped by data, the best available evidence and noteworthy practices, as well as stakeholder input and equity considerations, that will address the safety problems described in the Action Plan.
- Progress and transparency methods that measure progress over time after an Action Plan is developed or updated, including outcome data

Vision Zero

Roadway fatalities are increasing every year in the United States. The goal of Vision Zero is to eliminate roadway fatalities and serious injuries. The Montgomery MPO's Safety Action Plan will look at the region through the lens of the Safe System Approach. The Safe System Approach works by building and reinforcing multiple layers of protection to both prevent crashes from occurring and minimize the harm caused to those involved when crashes do occur. This approach is a shift from a conventional safety approach because it focuses on both human mistakes and human vulnerability and designs a system with many redundancies in place to protect everyone.

THE SAFE SYSTEM APPROACH VS. TRADITIONAL ROAD SAFETY PRACTICES

Traditional		Safe System
Prevent crashes	→	Prevent deaths and serious injuries
Improve human behavior	→	Design for human mistakes/limitations
Control speeding	→	Reduce system kinetic energy
Individuals are responsible	→	Share responsibility
React based on crash history	→	Proactively identify and address risks

Whereas traditional road safety strives to modify human behavior and prevent all crashes, the Safe System approach also refocuses transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives.

News Media

Montgomery Metropolitan Planning Organization gets input on regional safety action plan

Posted: Jun 13, 2025 12:21 PM CDT
by WAKA Action 8 News

The Montgomery Metropolitan Planning Organization has held a public meeting at City Hall to get community feedback on its Regional Safety Action Plan.

The group aims to reduce fatalities and serious injuries across its transportation system in portions of Montgomery, Elmore and Autauga Counties and in cities and towns in each county. That includes roads, sidewalks and public transportation.

The MPO will also be requesting public input for the plan at several upcoming community events.

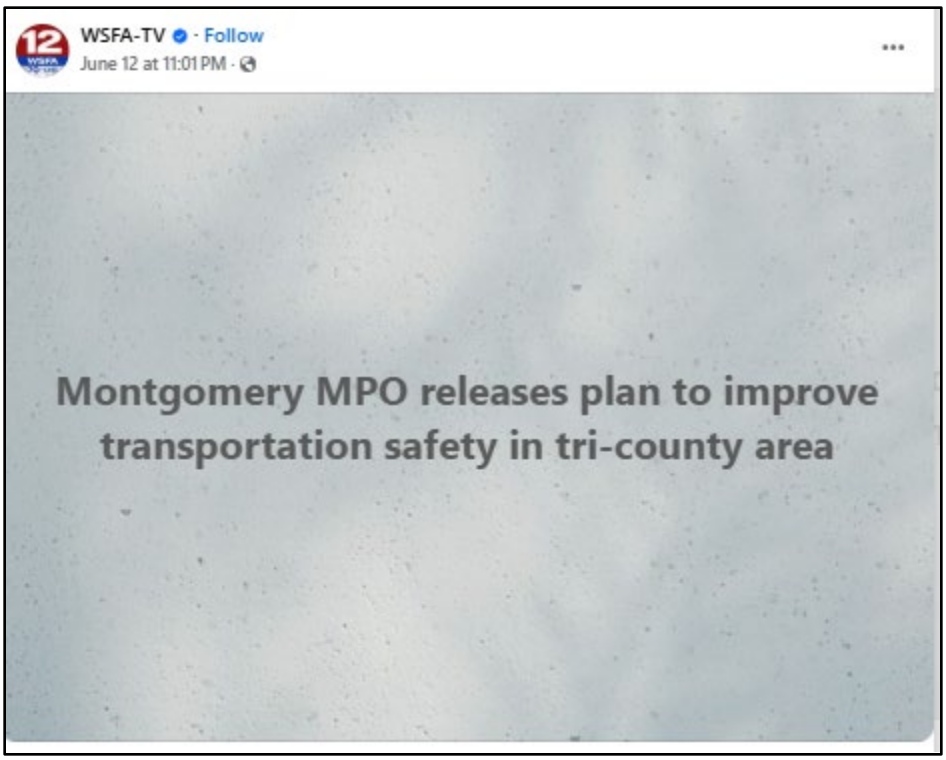
The organization says its plan will conform to the Safe Streets for All Safety Action Plan requirements set forth by the U.S. Department of Transportation and the Federal Highway Administration.

The completion of the plan will allow the MPO to apply for grant funds to make improvements. A consulting firm based in Birmingham is helping with the draft of the safety plan.

"The public comment period lasts for a total of 14 days, so anybody that wants to comment on safety-related issues or comment on the draft plan, they can actually do that within the 14 day comment period which actually ends on June 23, and the final draft will be voted upon in the July 17th MPO meeting," Montgomery city planning director Robert Smith said.

CLICK HERE for more information on the Regional Safety Action Plan
Categories: Montgomery Metro, News, News Video
Tags: City of Montgomery, montgomery metropolitan planning organization, regional safety action plan

Social Media


WSFA-TV · Follow
June 12 at 11:01 PM ·
Montgomery MPO releases plan to improve transportation safety in tri-county area

Public Engagement Meeting Attendance Sheet

Montgomery Area Metropolitan Planning Organization

Safety Action Plan Draft Public Meeting
Sign-In Sheet
City Hall Old Council Chamber, 103 N. Perry Street, Montgomery, AL
(June 12, 2025 @ 4:30 PM – 6:00 PM)

	NAME (Please Print)	E-mail Address
1.	Kyra Rogers	Kyra.Rogers@montgomeryAL.GOV
2.	Billie M. Crawford	billiecrawford@ymail.com
3.	SANDY LAWLEY	SANDYP454sat gmail.com
4.	Julie Beard	jbeard@montgomeryal.gov
5.	Joyce Salter	Joysalter69@gmail.com
6.	Cristina Cadden	cristinagdpapresident@gmail.com
7.	Robert Smith	rsmith@montgomeryal.gov
8.	Natasha Miles	ndmiles@montgomeryal.gov
9.	Casey Lewis	ctlewis@montgomeryal.gov
10.	James Askew	jaskew@montgomeryal.gov
11.	Braxton Sanders	bsanders@carpdc.com
12.	Sandra Aladuwaka	saladuwaka@carpdc.com
13.	Wiley Brooks	brookswi@dot.state.al.us
14.	Becky Rogers	becky.rogers@neel-schaffer.com
15.	Duran Brown	duran@sarcorllc.com
16.	Mahak Gupta	mahak.gupta@neel-schaffer.com
17.		
18.		
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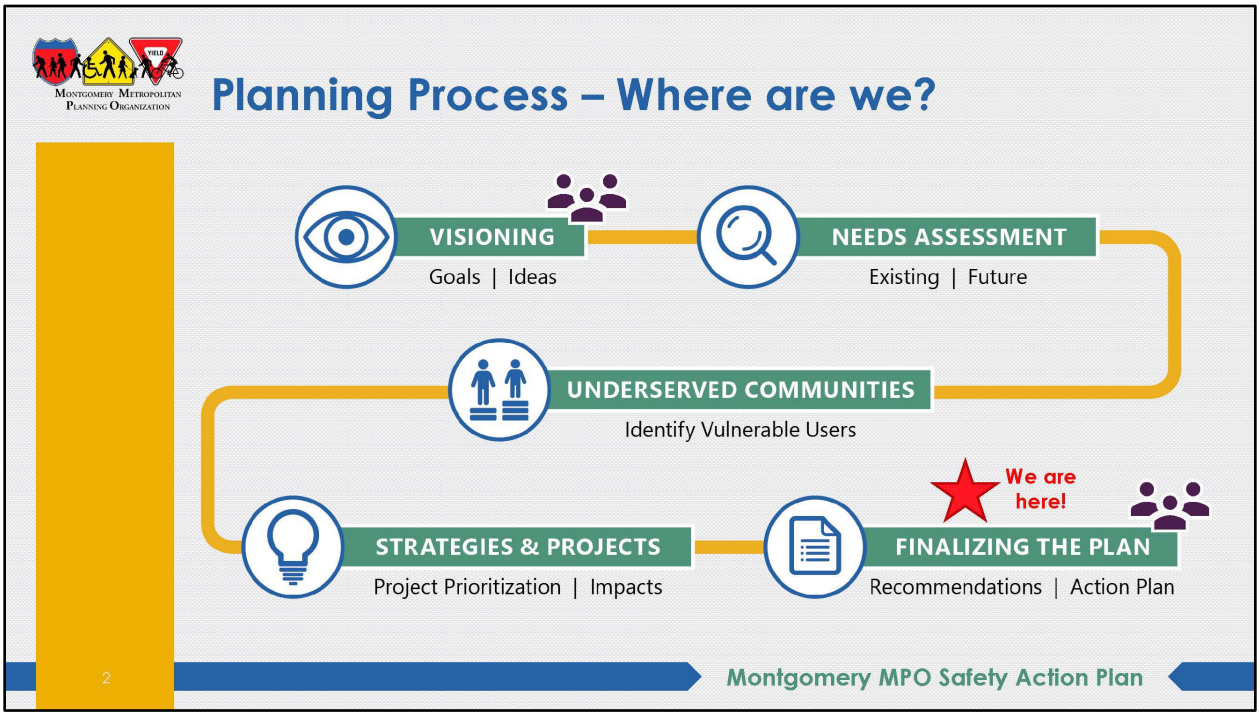
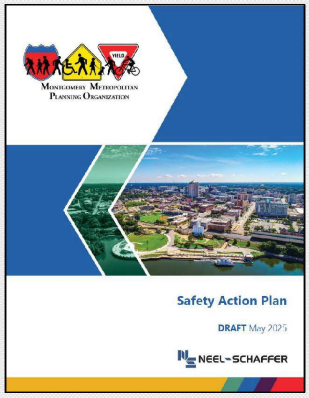
22.		

Public Engagement Meeting Presentation



Plan Organization

- 1.0 Introduction
- 2.0 Vision Statement, Goals, & Objectives
- 3.0 Existing Conditions Safety Data Review
- 4.0 Underserved Community Considerations
- 5.0 Public Engagement
- 6.0 Project Priorities & Recommendations
- 7.0 Progress & Transparency
- Appendices



3

Montgomery MPO Safety Action Plan

1.0 Introduction

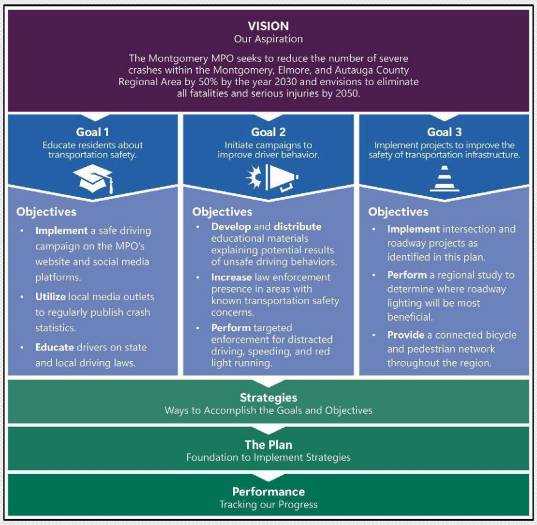
- Plan Purpose
  - Prioritize Safety Improvements
  - Justify Investment Decisions
  - Communicate with Stakeholders
  - Access Funding Opportunities
- Planning Process
- Leadership Statement
- Demographic Profile
  - Study Area
  - Age/Race
  - Existing Travel Patterns

4

Montgomery MPO Safety Action Plan

2.0 Vision Statement, Goals, & Objectives

- Strategic Framework
  - Vision
  - Goals
  - Objectives
  - Strategies
- Performance Measures
  - % Reduction of Fatal Crashes
  - % Reduction of Serious Injury Crashes
  - % Reduction of Non-Motorized Fatal Crashes
  - % Reduction of Non-Motorized Serious Injury Crashes



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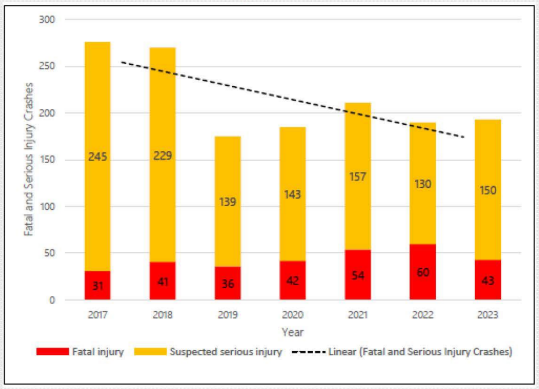
Montgomery MPO Safety Action Plan

3.0 Existing Conditions Safety Data Review

- Existing Plans, Policies, & Procedures
- Crash Analysis
  - Crash Types
  - Environmental Circumstances
  - Temporal Patterns
  - DUI Related Crashes
  - Pedestrian/Bicycle Crashes
- High Injury Network
  - Top Segments & Intersections
  - Top Segments & Intersections for Vulnerable Users

Fatal & Suspected Serious Injury Crashes by Year



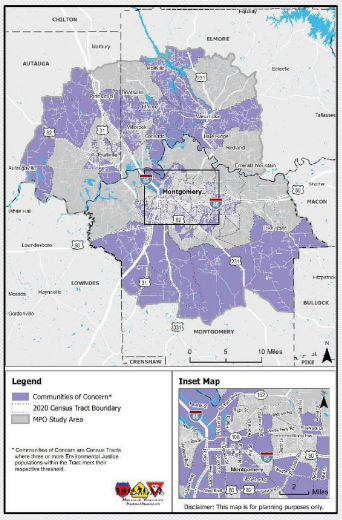
Source: CARE

6

Montgomery MPO Safety Action Plan

4.0 Underserved Community Considerations

- Transportation Disadvantaged Communities
- Areas of Persistent Poverty
- Environmental Justice & Communities of Concern
- Underserved Community Analysis
  - Total Crashes
  - Fatal Crashes
  - Serious Injury Crashes
  - Motorized Crashes
  - Non-motorized Crashes
  - Strategies & Needs



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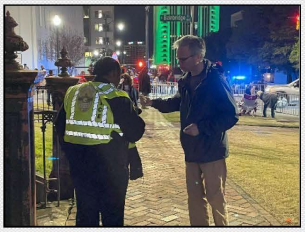
Montgomery MPO Safety Action Plan

5.0 Public Engagement

- Steering Committee
- Public Outreach – Round 1
  - Communications
  - Marketing Materials
  - Survey
  - Outreach Events
  - Public Feedback
- Public Outreach – Round 2*
  - Communications
  - Public Meeting
  - Public Feedback

(*To be added to final plan)



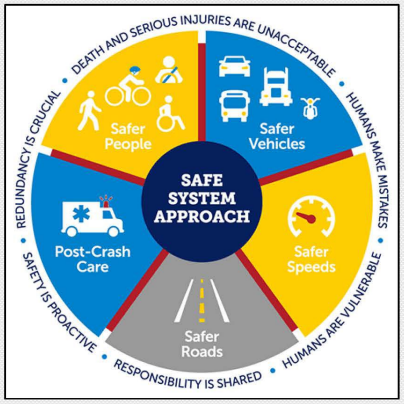
8

Montgomery MPO Safety Action Plan

6.0 Project Priorities & Recommendations

- Safe System Approach
- Planned Local Infrastructure Projects
  - Public Outreach
  - Requests from MPO Members
  - Crash Analysis Results
  - Existing Plans
- Project Prioritization
- Countermeasure Toolbox

Any project listed in the Safety Action Plan can be included in an implementation grant application regardless of prioritization score.



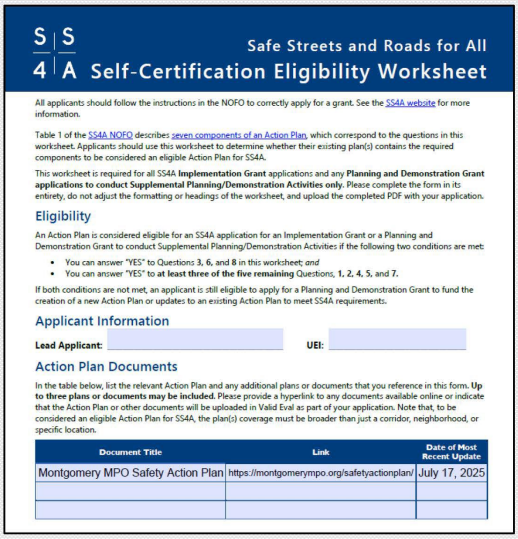
7.0 Progress & Transparency

- Advocacy
  - Steering Committee (TAC)
- Data Maintenance
  - Post Updated Performance Measure Results Annually
  - Post List of Ongoing and Completed Safety Action Plan Projects
- Plan Implementation
  - Coordinate with Partner Agencies
  - Discuss Funding Opportunities and Pursue Grants
  - Implement Projects and Strategies in the Plan
- Transparency and Reporting
  - Documentation

Appendices

- Existing Plan Review
  - State Plans
  - MPO Plans
  - Local Plans
- Outreach Documentation Round 1
- Outreach Documentation Round 2*
- Project Prioritization Scores
- Self-Certification Worksheet*

(*To be added to final plan)



S|S
4|A Safe Streets and Roads for All
Self-Certification Eligibility Worksheet

All applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information.

Table 1 of the SS4A NOFO describes seven components of an Action Plan, which correspond to the questions in this worksheet. Applicants should use this worksheet to determine whether their existing plan(s) contains the required components to be considered an eligible Action Plan for SS4A.

This worksheet is required for all SS4A **Implementation Grant** applications and any **Planning and Demonstration Grant applications to conduct Supplemental Planning/Demonstration Activities only.** Please complete the form in its entirety, do not adjust the formatting or headings of the worksheet, and upload the completed PDF with your application.

Eligibility

An Action Plan is considered eligible for an SS4A application for an Implementation Grant or a Planning and Demonstration Grant to conduct Supplemental Planning/Demonstration Activities if the following two conditions are met:

- You can answer "YES" to Questions **3, 6,** and **8** in this worksheet; *and*
- You can answer "YES" to **at least three of the five remaining** Questions, **1, 2, 4, 5,** and **7.**

If both conditions are not met, an applicant is still eligible to apply for a Planning and Demonstration Grant to fund the creation of a new Action Plan or updates to an existing Action Plan to meet SS4A requirements.

Applicant Information

Lead Applicant: **UEI:**

Action Plan Documents

In the table below, list the relevant Action Plan and any additional plans or documents that you reference in this form. **Up to three plans or documents may be included.** Please provide a hyperlink to any documents available online or indicate that the Action Plan or other documents will be uploaded in Valid Eval as part of your application. Note that, to be considered an eligible Action Plan for SS4A, the plan(s) coverage must be broader than just a corridor, neighborhood, or specific location.

Document Title	Link	Date of Most Recent Update
Montgomery MPO Safety Action Plan	https://montgomerympo.org/safetyactionplan/	July 17, 2025

11 Montgomery MPO Safety Action Plan

Next Steps

- Post Plan for Public Comment: June 9th – June 23rd
- Respond to Public Comments: June 24th – July 3rd
- Prepare Final Safety Action Plan: July 7th – July 11th
- Adopt Plan: July 15th (TAC & CAC) & July 17th (Policy Board)

12 Montgomery MPO Safety Action Plan

Appendix D: Comments/Responses on Draft Plan

Summary of Comments and Responses

The following comments were received during the public comment period for the draft Safety Action Plan. A response is included below each comment. Specific names and contact information have been removed from the comments.

Comment: I have a few comments and additions to consider:

1. Item 101 was listed in the full draft as noted in the spreadsheet. However, it is listed in the full draft document under the jurisdiction of Prattville. Also, it should be labeled as Meriwether Road, not trail.
2. Segment 31 - Can we extend this north to Meriwether Road?
3. The intersection of US231 @ Trotman Road needs to be an intersection point. It is listed as the terminus of #31, but we believe the intersection needs its own attention.
4. Please add US231 @ Meriwether Road. This is another intersection that gets a lot of attention from our citizens.
5. Please add AL110 (Vaughn Road) @ Flowers Road to your intersection list
6. I remember we had a meeting concerning the intersection of Ray Thorington and Pike Road. This might be a location to consider as it seemed to be of concern during that meeting of City/County/Town several months ago.

Response: These comments were addressed as follows:

1. Project ID 101 was updated to show the jurisdiction as Pike Road. The name of Meriwether Road was also corrected.
2. Project ID 31 was extended to Meriwether Road.
3. This intersection was added as Project ID 105.
4. This intersection was added as Project ID 106.
5. This intersection was added as Project ID 107.
6. This intersection was added as Project ID 108.

Comment: Please add a project to improve safety at the intersection of Trotman Road and US-231 in Pike Road.

Response: This intersection was added as Project ID 105.

Comment: Number 85 Dozier Road at Wares Ferry needs to have intersection improvements added to the description.

Response: Intersection improvements were added to Project ID 85.

Comment: The news story on your plans to reduce traffic crashes highlights how important your job is. I personally have written letters to the past Chiefs of Police regarding persons travelling Montgomery's streets in a car with no tag. No tag usually means no driver's license, no insurance, no safe vehicle, and often no concern about traffic laws. They speed through red-light cameras because an automatic ticket cannot go to "Tag Applied For", "Budget Cars" or to an out-of-business car dealer. Speeding and avoiding camera intersections is a game that often does not end until someone innocent is killed or badly hurt.

It was a problem long before you got here but it should be addressed. These same drivers cannot be reported by citizens because the identifier, the state license plate, and registration do not exist. So they terrorize our roads and cruise through our neighborhoods causing mayhem. Lack of enforcement hurts everyone.

Thanks for listening (and reporting)!

Response: The Safety Action Plan includes strategies to improve speeding. One strategy is additional monitoring and enforcement at camera locations.

Comment: I spoke to you this morning about needing a traffic red light at our church: Hunter Station Baptist Church, 4700 Birmingham Highway, Montgomery, Al 36108. It's a 4-lane state route...not city.

Turning left onto Birmingham Highway from the church toward Montgomery is very dangerous. We are an elderly congregation and many of us have almost been hit by the speeding traffic from both directions. This is a transportation safety issue that needs to be addressed as soon as possible.

I also left a voice message this afternoon for ALDOT to call me back regarding this issue.

Any assistance your office can provide would be greatly appreciated.

Looking forward to hearing from you.

Response: This intersection was added as Project ID 109.

Comment: Can we add a project proposal for adding sidewalks to Lower Wetumpka Road to address pedestrian safety per the older email and attachment below?

9/20/2023

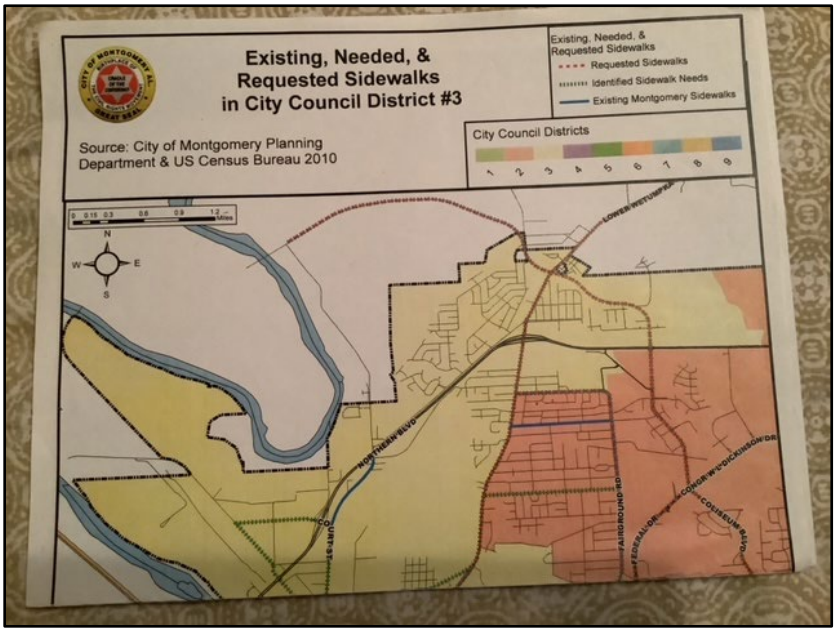
We are presenting this proof of our community's request and desires for sidewalks to be installed along Lower Wetumpka Rd. Over a decade ago.

Chisholm Elementary School is located only a few blocks away from Lower Wetumpka Rd. & is traveled by dozens of very young children as well as junior & high school students who board & deboard their perspective Montgomery County school buses along that path.

Traffic is very heavy on Lower Wetumpka Rd. moving North & South from downtown Montgomery & Wetumpka Al. commuters. There are huge dump trucks & eighteen wheelers starting in early morning & throughout the day. There is a school patrol officer located @ the intersection of Lower Wetumpka Rd. & Michigan Ave. to aid in safe crossing but the other areas of Lower Wetumpka Rd. from Broadway street up to the railroad track @ the corner of the old Brockway Glass Co. is a dangerous trek for all pedestrian but especially for the children for whom we consider to be our future.

There have been @ least 3 children over the years struck riding their bicycles along Lower Wetumpka Rd.

As you can see from the correspondence; the efforts to procure sidewalks for this exact area is long overdue. Please place our request as a priority for the very reasons mentioned above; not ignoring the most important & urgent need to make the area a safe right of way for those who need our protection the most.



Response: Project ID 110 was added to show pedestrian facilities on Lower Wetumpka Road from Decatur Street to Pine Crest Street.

Appendix E: Project Prioritization Scores

ID	Type	Source	Jurisdiction	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Time-frame	Local Priority	Total Prioriti-zation Score	Crash Severity Score	Multi-modal Score	Focus Areas Score	Com-munity Score	Infra-structure Score	Exist-ing Plans Score	Public Concerns Score
48	Segment	Technical and Public	Montgomery	Atlanta Highway	East Boulevard	McLemore Drive/Brown Springs Road	1. Add retroreflective signal backplates at signalized intersections 2. Change 5-section left turn signal heads to either 4-section FYA or 3-section protected only signal heads where applicable 3. Add pedestrian facilities (sidewalks, crosswalks, and pedestrian signals) at intersections 4. Construct sidewalks throughout corridor 5. Add lighting	1.84	$811,661	Medium-term	Medium-High	100	20	20	15	15	10	10	10
8	Segment	Technical Analysis	Montgomery	South Boulevard	US 31 (SR 3) (Mobile Highway)	Davenport Drive	1. Access management modifications west of I-65 (similar to improvements east of I-65). 2. Add retroreflective signal backplates at US 31 and I-65. 3. Access management improvements east of I-65 between 2019 and 2020.	1.13	$34,400	Medium-term	Medium	85	20	20	10	15	10	10	0
1	Segment	Technical Analysis	Autauga, Elmore, Montgomery	I-65	SR 152 (North Boulevard)	Northern MPO Boundary (CR 59)	1. Roadway Lighting between Interchanges 2. Improve ITS 3. Tree removal within clear zone 4. Cable barrier installed between 2019 and 2022	19.09	$12,620,812	Short-term	Medium	80	20	20	15	15	10	0	0

ID	Type	Source	Jurisdiction	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Time-frame	Local Priority	Total Prioriti-zation Score	Crash Severity Score	Multi-modal Score	Focus Areas Score	Com-munity Score	Infra-structure Score	Exist-ing Plans Score	Public Concerns Score
15	Segment	Technical Analysis	Montgomery	East Boulevard	Buckboard Road	I-85	1. Add retroreflective signal backplates at intersections 2. Change 5-section left turn signal heads to either 4-section FYA or 3-section protected only signal heads where applicable 3. Close median crossings, convert to RCUT 4. Add pedestrian facilities (sidewalks, crosswalks, and pedestrian signals) at intersections 5. Construct sidewalks throughout corridor 6. Construct pedestrian overpasses where applicable 7. Tree removal within clear zone	2.02	$2,891,003	Medium-term	Medium	80	20	20	15	15	10	0	0
33	Segment	Technical Analysis	Montgomery	US 82/US 231 (SR 6/SR 53) (Troy Highway)	Brewbaker Boulevard	South Boulevard	1. Access management - close median crossings and convert to RCUT 2. Add retroreflective signal backplates at signalized intersections 3. Change 5-section left turn signal heads to either 4-section FYA or 3-section protected only signal heads where applicable 4. Add pedestrian facilities (sidewalks, crosswalks, and pedestrian signals) at intersections 5. Construct sidewalks	1.96	$9,645,436	Medium-term	Medium	80	20	20	15	15	10	0	0

ID	Type	Source	Jurisdiction	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Time-frame	Local Priority	Total Prioriti-zation Score	Crash Severity Score	Multi-modal Score	Focus Areas Score	Com-munity Score	Infra-structure Score	Exist-ing Plans Score	Public Concerns Score
4	Segment	Technical Analysis	Montgomery	I-85	I-65	US 80/US 231/SR 21 (SR 8/SR 9/SR 53) (East Boulevard)	1. Improve pavement markings 2. Tree removal within clear zone	6.87	$290,058	Short-term	Medium	75	20	20	15	15	0	5	0
10	Intersection	Technical and Public	Montgomery	South Boulevard	@ Norman Bridge Road		1. Add retroreflective signal backplates 2. Improve roadway lighting 3. Add pedestrian facilities (sidewalks, crosswalks, and pedestrian signals)	--	$91,400	Short-term	Medium-High	75	15	20	5	15	5	5	10
11	Intersection	Technical and Public	Montgomery	South Boulevard	@ Narrow Lane Road		1. Add retroreflective signal backplates 2. Improve roadway lighting 3. Add pedestrian facilities (sidewalks, crosswalks, and pedestrian signals) 4. Improve/reconstruct pedestrian overpass west of intersection and add signage directing peds to overpass	--	$71,400	Medium-term	Medium-High	75	15	15	10	15	5	5	10
12	Segment	Technical Analysis	Montgomery	South Boulevard	Morrow Drive	Woodley Road	1. Add retroreflective signal backplates at intersections 2. Change 5-section left turn signal heads to either 4-section FYA or 3-section protected only signal heads where applicable 3. Close median crossings, convert to RCUT 4. Add pedestrian facilities (sidewalks, crosswalks, and pedestrian signals) at intersections	0.67	$1,587,200	Medium-term	Medium	75	20	15	15	15	10	0	0

ID	Type	Source	Jurisdiction	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Time-frame	Local Priority	Total Prioriti-zation Score	Crash Severity Score	Multi-modal Score	Focus Areas Score	Com-munity Score	Infra-structure Score	Exist-ing Plans Score	Public Concerns Score
41	Segment	Technical Analysis	Elmore	SR 14	I-65 Northbound	Old Prattville Road	1. Access management - convert TWLTL to RCUT 2. Add retroreflective signal backplates at signalized intersections 3. Change 5-section left turn signal heads to either 4-section FYA or 3-section protected only signal heads where applicable 4. Add pedestrian facilities (sidewalks, crosswalks, and pedestrian signals) at intersections 5. Construct sidewalks throughout corridor6. Add lighting	1.97	$1,075,447	Long-term	Medium	75	15	15	15	15	10	5	0
20	Segment	Technical and Public	Autauga	US 31 (SR 3)	Berry Lane	Laurel Hill Drive	1. Widen shoulder 2. Tree removal in clear zone 3. Roundabouts at I-65 ramps 4. Centerline rumble strips 5. US 31 south of I-65 restriped from 1 NB+2 SB to 1 NB+1 SB+TWLTL between 2021 and 2022	2.68	$17,102,572	Long-term	Medium-High	70	15	15	5	10	10	5	10

ID	Type	Source	Jurisdiction	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Time-frame	Local Priority	Total Prioriti-zation Score	Crash Severity Score	Multi-modal Score	Focus Areas Score	Com-munity Score	Infra-structure Score	Exist-ing Plans Score	Public Concerns Score
28	Segment	Technical Analysis	Autauga	US 82 (SR 6)	SR 14/Selma Highway	McQueen Smith Road	1. Add retroreflective signal backplates at signalized intersections 2. Change 5-section left turn signal heads to either 4-section FYA or 3-section protected only signal heads where applicable 3. Convert unsignalized intersections to RCUT or signalized intersections. 4. Roadway currently being widened from 2 lanes to 4 lanes	3.30	$21,994,569	Long-term	Medium	70	20	10	15	15	10	0	0
30	Segment	Technical and Public	Elmore	US 82 (SR 6)/SR 14	Old Farm Lane	I-65 Northbound	1. Access management - close median crossings and convert to RCUT 2. Add retroreflective signal backplates at signalized intersections 3. Change 5-section left turn signal heads to either 4-section FYA or 3-section protected only signal heads where applicable 4. Add signalized intersection at I-65 Southbound 5. Add roadway lighting	0.92	$1,452,300	Medium-term	Medium-High	70	15	0	15	15	10	5	10

ID	Type	Source	Jurisdiction	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Time-frame	Local Priority	Total Prioriti-zation Score	Crash Severity Score	Multi-modal Score	Focus Areas Score	Com-munity Score	Infra-structure Score	Exist-ing Plans Score	Public Concerns Score
59	Segment	Technical and Public	Autauga, Elmore	Fairview Avenue	Jasmine Trail	I-65 Southbound	1. Add retroreflective signal backplates at signalized intersections 2. Change 5-section left turn signal heads to either 4-section FYA or 3-section protected only signal heads where applicable 3. Access management - convert existing median to RCUT 4. Add roadway lighting between intersections	1.22	$47,700	Medium-term	Medium-High	70	10	0	15	15	10	10	10
90	Segment	Technical Analysis	Montgomery	Ann Street	I-85 Northbound	Locust Street	1. Add lighting 2. Improve sidewalks 3. Add/improve crosswalks at intersections 4. Add retroreflective signal backplates at signalized intersections 5. Change 5-section left turn signal heads to either 4-section FYA or 3-section protected only signal heads where applicable	0.26	$168,829	Short-term	Medium	70	10	15	10	15	10	10	0
6	Segment	Technical Analysis	Montgomery	I-85	SR 110/SR 126 (Atlanta Highway)	SR 108	1. Roadway lighting 2. Cable barrier installed between 2017 and 2019	4.31	$20,504,043	Short-term	Medium	65	20	20	10	10	5	0	0
25	Segment	Technical Analysis	Montgomery	US 31 (SR 3)	Windham Road	Bush Drive	1. Widen shoulder 2. Tree removal in clear zone 3. Breakaway mailbox posts 4. Centerline rumble strips 5. Add lighting	2.60	$10,955,965	Medium-term	Medium	65	15	20	5	15	10	0	0

ID	Type	Source	Jurisdiction	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Time-frame	Local Priority	Total Prioriti-zation Score	Crash Severity Score	Multi-modal Score	Focus Areas Score	Com-munity Score	Infra-structure Score	Exist-ing Plans Score	Public Concerns Score
62	Segment	Technical Analysis	Autauga, Elmore	East Main Street/Cobbs Ford Road	McQueen Smith Road	US 82 (SR 6)/SR 14	1. Add retroreflective signal backplates at signalized intersections 2. Change 5-section left turn signal heads to either 4-section FYA or 3-section protected only signal heads where applicable 3. Access management - driveway consolidation where possible 4. Improve roadway lighting 5. Improve pavement markings	0.91	$123,300	Medium-term	Medium	65	20	0	15	15	10	5	0
91	Segment	Technical Analysis	Montgomery	Fairview Avenue	Rosa L Parks Avenue	Edgar D Nixon Avenue	1. Add/improve sidewalks 2. Potential road diet (4 lanes to 3 lanes) 3. Add/improve crosswalks at intersections 4. Add retroreflective signal backplates at signalized intersections 5. Add lighting	0.24	$161,941	Medium-term	Medium	65	15	20	5	15	10	0	0
2	Segment	Technical Analysis	Montgomery	I-65	US 80/US 82 (SR 8/SR 6)/SR 21 (South Boulevard)	West Edgemont Avenue	1. Improve ITS 2. Tree removal within clear zone or extend barriers	1.66	$500,000	Short-term	Medium	60	20	15	5	10	10	0	0
13	Intersection	Technical Analysis	Montgomery	South Boulevard	@ Wallace Drive		1. Add retroreflective signal backplates 2. Improve roadway lighting 3. Add pedestrian facilities (sidewalks, crosswalks, and pedestrian signals)	--	$159,000	Short-term	Medium	60	10	15	5	15	5	10	0

ID	Type	Source	Jurisdiction	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Time-frame	Local Priority	Total Prioriti-zation Score	Crash Severity Score	Multi-modal Score	Focus Areas Score	Com-munity Score	Infra-structure Score	Exist-ing Plans Score	Public Concerns Score
16	Intersection	Technical Analysis	Montgomery	East Boulevard	@ Shirley Lane		1. Add retroreflective signal backplates 2. Add pedestrian facilities (sidewalks, crosswalks, and pedestrian signals)	--	$78,400	Short-term	Medium	60	15	15	5	15	5	5	0
23	Segment	Technical Analysis	Autauga, Elmore, Montgomery	US 31 (SR 3)	Hunter Loop Road	Murfee Drive	1. Access management - RCUTs	2.38	$500,000	Medium-term	Medium	60	20	10	5	15	10	0	0
24	Segment	Technical Analysis	Montgomery	US 31 (SR 3)	Green Leaf Drive	Southlawn Drive	1. Extend sidewalks 2. Add retroreflective signal backplates at signalized intersections 3. Change 5-section left turn signal heads to either 4-section FYA or 3-section protected only signal heads where applicable	0.35	$37,400	Medium-term	Medium	60	15	15	5	15	10	0	0
46	Segment	Technical Analysis	Elmore	SR 14	SR 111/Holtville Road	US 231 (SR 9/SR 53)/SR 21	1. Add retroreflective signal backplates at signalized intersections 2. Change 5-section left turn signal heads to either 4-section FYA or 3-section protected only signal heads where applicable 3. Add pedestrian facilities (sidewalks, crosswalks, and pedestrian signals) at intersections 4. Construct sidewalks throughout corridor 5. Add lighting	1.53	$644,001	Medium-term	Medium	60	15	10	10	15	10	0	0
3	Segment	Technical Analysis	Montgomery	I-65	Lowndes County Line	US 31	1. Improve pavement markings 2. Cable barrier installed between 2017 and 2019	5.26	$6,341,073	Short-term	Medium	55	20	10	10	15	0	0	0
18	Segment	Technical Analysis	Montgomery	North Boulevard	Jackson Ferry Road	Lower Wetumpka Road	1. Extend sidewalk along Service Road 2. Improve lighting	1.29	$344,500	Medium-term	Medium	55	15	15	5	15	5	0	0

ID	Type	Source	Jurisdiction	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Time-frame	Local Priority	Total Prioriti-zation Score	Crash Severity Score	Multi-modal Score	Focus Areas Score	Com-munity Score	Infra-structure Score	Exist-ing Plans Score	Public Concerns Score
21	Segment	Technical and Public	Autauga	US 31 (SR 3)	Thomas Avenue	Fairview Avenue	1. Add retroreflective signal backplates at signalized intersections 2. Change 5-section left turn signal heads to either 4-section FYA or 3-section protected only signal heads where applicable 3. Close median crossings, convert to RCUT/RIRO 4. Add pedestrian facilities (sidewalks, crosswalks, and pedestrian signals) at intersections	0.54	$205,000	Medium-term	Medium-High	55	15	0	10	10	10	0	10
26	Segment	Technical Analysis	Autauga	US 82 (SR 6)	CR 3	Worris Road	1. Widen shoulder 2. Tree removal in clear zone 3. Breakaway mailbox posts 4. Centerline rumble strips 5. Relocate power poles 6. Add lighting	3.39	$14,260,811	Medium-term	Medium	55	15	10	5	15	10	0	0
34	Segment	Technical Analysis	Montgomery	US 231 (SR 9/SR 53)	Brooks Road	Motley Drive	1. Construct sidewalks	0.41	$202,623	Short-term	Medium	55	15	20	5	10	5	0	0
36	Segment	Technical Analysis	Elmore	US 231 (SR 9/SR 53)	Dove Hill	South Main Street	1. Access management - convert TWLTL to RCUT 2. Add retroreflective signal backplates at signalized intersections 3. Add roadway lighting 4. Add pedestrian facilities (sidewalks, crosswalks, and pedestrian signals) at intersections 5. Construct sidewalks	2.34	$1,001,600	Medium-term	Medium	55	20	0	15	10	10	0	0

ID	Type	Source	Jurisdiction	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Time-frame	Local Priority	Total Prioriti-zation Score	Crash Severity Score	Multi-modal Score	Focus Areas Score	Com-munity Score	Infra-structure Score	Exist-ing Plans Score	Public Concerns Score
40	Segment	Technical Analysis	Autauga	SR 14	CR 3	CR 29	1. Widen shoulder 2. Tree removal in clear zone 3. Breakaway mailbox posts 4. Centerline rumble strips 5. Add lighting 6. Add advanced warning signs at intersections	4.87	$20,505,727	Medium-term	Medium	55	20	0	5	15	10	5	0
88	Segment	Technical Analysis	Montgomery	Woodley Road	Elsmeade Drive	US 80 (SR 8)/US 82 (SR 6)/SR 21 (South Boulevard)	1. Add retroreflective signal backplates at signalized intersections 2. Add/improve sidewalks 3. Add crosswalks at intersections 4. Improve lighting	0.23	$157,384	Short-term	Medium	55	10	10	10	15	5	5	0
5	Intersection	Technical Analysis	Montgomery	I-85	@ SR 271 (Taylor Road)		1. Tree removal within clear zone 2. Barrier separation for Northbound Off-Ramp	0.92	$2,186,925	Short-term	Medium	50	15	15	5	10	0	5	0
14	Intersection	Technical Analysis	Montgomery	South Boulevard Service Road	@ Ivy Lane		1. Improve intersection lighting 2. Add sidewalks and crosswalks	--	$26,500	Short-term	Medium	50	10	15	0	15	5	5	0
19	Segment	Technical Analysis	Autauga	US 31 (SR 3)	CR 100	CR 61	1. Widen shoulder 2. Tree removal in clear zone 3. Breakaway mailbox posts 4. Centerline rumble strips 5. Add lighting	1.58	$6,671,911	Medium-term	Medium	50	10	15	5	10	10	0	0
31	Segment	Technical Analysis	Montgomery	US 82/US 231 (SR 6/SR 53)	US 82 (SR 6)	Meriwether Road	1. Access management - close median crossings and convert to RCUT 2. Signalized intersection installed at US 82 (SR 6) between 2023 and 2025	5.85	$7,700,000	Medium-term	Medium	50	20	0	10	10	10	0	0

ID	Type	Source	Jurisdiction	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Time-frame	Local Priority	Total Prioriti-zation Score	Crash Severity Score	Multi-modal Score	Focus Areas Score	Com-munity Score	Infra-structure Score	Exist-ing Plans Score	Public Concerns Score
55	Segment	Technical Analysis	Elmore	SR 170	Old Georgia Plank Road	Williams Road	1. Widen shoulder 2. Add lighting 3. Add centerline rumble strip 4. Tree removal in clear zone 5. Breakaway mailbox posts	0.50	$2,111,422	Medium-term	Medium	50	10	15	0	15	10	0	0
67	Segment	Technical Analysis	Autauga	CR 165	CR 21	Hilltop Farm Road	1. Add lighting 2. Improve pavement markings 3. Widen shoulders	3.41	$14,492,994	Medium-term	Medium	50	10	15	0	15	10	0	0
69	Segment	Technical Analysis	Autauga	Gin Shop Hill Road	Cook Road/Mountain Lake Court	Deerwood Drive	1. Add lighting 2. Improve pavement markings 3. Shoulder widened in 2023	0.14	$615,482	Short-term	Medium	50	10	15	0	15	10	0	0
71	Intersection	Technical Analysis	Autauga	Selma Highway	@ Washington Ferry Road		1. Add lighting 2. Add crosswalks and sidewalks 3. Realign Washington Ferry Road 4. Roundabout	--	$2,942,500	Long-term	Medium	50	10	15	0	15	10	0	0
76	Segment	Technical Analysis	Elmore	CR 8	US 231 (SR 9/SR 53)/SR 21	Starr Drive	1. Add lighting 2. Improve pavement markings 3. Widen shoulders	4.07	$17,271,619	Medium-term	Medium	50	15	10	5	10	10	0	0
85	Segment	Technical Analysis	Montgomery	Dozier Road (Emerald Mountain Expressway)	Wares Ferry Road	Elmore County Line	1. Add lighting 2. Widen shoulders 3. Improve pavement markings 4. Add rumble strips 5. Improve warning signage at Cart Crossing 6. Intersection Improvements - convert to signalized intersection or roundabout	1.80	$7,874,852	Medium-term	Medium	50	10	10	5	10	10	5	0
104	Segment	City of Prattville	Montgomery	McQueen Smith Road	Cobbs Ford Rd	US-31	1. Add pedestrian facilities to widening project	1.91	$955,000	Short-term	Medium	50	15	0	10	10	5	5	5

ID	Type	Source	Jurisdiction	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Time-frame	Local Priority	Total Prioriti-zation Score	Crash Severity Score	Multi-modal Score	Focus Areas Score	Com-munity Score	Infra-structure Score	Exist-ing Plans Score	Public Concerns Score
9	Intersection	Technical Analysis	Montgomery	South Boulevard	@ Rosa L Parks Avenue		1. Add retroreflective signal backplates 2. Improve roadway lighting 3. Add pedestrian facilities (sidewalks, crosswalks, and pedestrian signals)	--	$61,000	Short-term	Medium	45	10	0	5	15	5	10	0
22	Intersection	Technical Analysis	Autauga	US 31 (SR 3)	@ US 82 (SR 6)/SR 14		1. Add retroreflective signal backplates 2. Change 5-section left turn signal heads to either 4-section FYA or 3-section protected only signal heads 3. Add "BE PREPARED TO STOP" signs and beacons on Northbound and Eastbound approaches	--	$15,100	Short-term	Medium	45	10	0	5	15	10	5	0
43	Segment	Technical Analysis	Elmore	SR 14/SR 143	SR 143 (Deatsville Highway)	Ingram Road	1. Access management - convert TWLTL to RCUT 2. Add retroreflective signal backplates at signalized intersections 3. Change 5-section left turn signal heads to either 4-section FYA or 3-section protected only signal heads where applicable 4. Add lighting	0.95	$35,800	Medium-term	Medium	45	10	0	10	15	10	0	0
53	Intersection	Technical Analysis	Elmore	SR 143	@ Cobbs Ford Road/Alabama River Parkway		1. Construct Northbound Left Turn Lane with FYA 2. Add "BE PREPARED TO STOP" signs and beacons on Eastbound and Westbound approaches	--	$665,700	Medium-term	Medium	45	10	0	5	15	10	5	0
56	Intersection	Technical and Public	Montgomery	SR 271 (Taylor Road)	@ Vaughn Road		1. Add retroreflective signal backplates	--	$11,200	Short-term	Medium-High	45	10	0	15	10	0	0	10

ID	Type	Source	Jurisdiction	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Time-frame	Local Priority	Total Prioriti-zation Score	Crash Severity Score	Multi-modal Score	Focus Areas Score	Com-munity Score	Infra-structure Score	Exist-ing Plans Score	Public Concerns Score
61	Segment	Technical Analysis	Autauga	East Main Street	Shady Oak Lane	Sheila Boulevard/Gre ystone Way	1. Add retroreflective signal backplates at signalized intersections 2. Change 5-section left turn signal heads to either 4-section FYA or 3-section protected only signal heads where applicable 3. Access management - driveway consolidation where possible 4. Improve roadway lighting 5. Sidewalk installed between Shady Oak Lane and Silver Hills Drive in 2023	0.57	$144,600	Medium -term	Medium	45	10	10	5	10	10	0	0
78	Segment	Technical Analysis	Elmore	Deatsville Highway	Gardenia Road	Canton Road	1. Add lighting 2. Improve pavement markings 3. Widen shoulders	0.28	$1,208,254	Medium -term	Medium	45	5	10	5	15	10	0	0
86	Segment	Technical Analysis	Montgomery	Johnson Street	Skyline Avenue	Willena Avenue	1. Add lighting 2. Add sidewalks	0.24	$145,152	Short-term	Medium	45	10	15	0	15	5	0	0
96	Intersection	Public Outreach	Montgomery	US 31 (SR 3)	@ West Boulevard/Mont gomery Highway		1. Add retroreflective signal backplates 2. Change 5-section left turn signal heads to either 4-section FYA or 3-section protected only signal heads	--	$8,000	Short-term	Medium -High	45	5	0	5	15	10	5	5
110	Segment	Public Outreach	Montgomery	Lower Wetumpk a Road	Decatur Street	Pine Crest Street	1. Add pedestrian facilities	3.00	$2,700,000	Long-term	High	45	5	10	5	15	5	0	5
7	Segment	Technical Analysis	Montgomery	I-85	US 80 (SR 8)/SR 126	Macon County Line	1. Improve pavement markings 2. Tree removal within clear zone	2.36	$99,580	Short-term	Medium	40	15	10	5	10	0	0	0
27	Intersection	Technical Analysis	Autauga	US 82 (SR 6)	@ CR 29/Gin Shop Hill Road		1. Convert to RCUT or signalized intersection	--	$500,000	Medium -term	Medium -High	40	10	0	5	15	10	0	0

ID	Type	Source	Jurisdiction	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Time-frame	Local Priority	Total Prioriti-zation Score	Crash Severity Score	Multi-modal Score	Focus Areas Score	Com-munity Score	Infra-structure Score	Exist-ing Plans Score	Public Concerns Score
29	Intersection	Technical Analysis	Elmore	US 82 (SR 6)/SR 14	@ Legends Drive		1. Add retroreflective signal backplates 2. Change 5-section left turn signal heads to either 4-section FYA or 3-section protected only signal heads	--	$11,400	Short-term	Medium	40	10	0	5	15	10	0	0
32	Intersection	Technical and Public	Montgomery	US 82/US 231 (SR 6/SR 53) (Troy Highway)	@ SR 271 (Taylor Road)		1. Add retroreflective signal backplates 2. Add "BE PREPARED TO STOP" signs and beacons on Eastbound and Westbound approaches	--	$3,900	Short-term	Medium-High	40	15	0	5	10	0	0	10
37	Segment	Technical Analysis	Elmore	US 231 (SR 9/SR 53)	SR 170	SR 14	1. Access management - close median crossings and convert to RCUT 2. Add retroreflective signal backplates at signalized intersections 3. Add roadway lighting	0.34	$1,031,400	Medium-term	Medium	40	15	0	5	10	10	0	0
39	Segment	Technical Analysis	Elmore	US 231 (SR 53)	Wellington Boulevard	Shokula Lane/Thrasher Road	1. Access management - close median crossings and convert to RCUT	0.51	$2,000,000	Medium-term	Medium	40	10	0	5	15	10	0	0
47	Segment	Technical Analysis	Elmore	SR 14	SR 170	Crystal Creek Drive	1. Add retroreflective signal backplates at signalized intersections 2. Change 5-section left turn signal heads to either 4-section FYA or 3-section protected only signal heads where applicable 3. Widen shoulder 4. Tree removal in clear zone 5. Breakaway mailbox posts 6. Centerline rumble strips 7. Add lighting	0.79	$3,345,444	Medium-term	Medium	40	10	0	5	15	10	0	0
57	Intersection	Technical and Public	Autauga	Fairview Avenue	@ Chester Street		1. Convert to RIRO 2. Add lighting+H49	--	$60,000	Short-term	Medium-High	40	5	0	5	10	10	0	10

ID	Type	Source	Jurisdiction	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Time-frame	Local Priority	Total Prioriti-zation Score	Crash Severity Score	Multi-modal Score	Focus Areas Score	Com-munity Score	Infra-structure Score	Exist-ing Plans Score	Public Concerns Score
75	Segment	Technical Analysis	Elmore	Bass Pro Road and Rocky Mount Road	US 82 (SR 6)/SR 14	Old Farm Lane	1. Add retroreflective signal backplates at signalized intersections 2. Add lighting 3. Improve pavement markings	1.31	$102,698	Short-term	Medium	40	10	0	5	15	5	5	0
77	Intersection	Technical Analysis	Elmore	Alabama River Parkway	@ Coosada Parkway		1. Add lighting 2. Add intersection advanced warning signs 3. Add supplemental stop signs	--	$25,550	Short-term	Medium	40	10	0	5	15	5	5	0
80	Segment	Technical Analysis	Elmore	Firetower Road	Buck Run Road	SR 14 (Tallassee Highway)	1. Add lighting 2. Widen shoulders	0.86	$3,638,084	Medium-term	Medium	40	5	10	5	10	10	0	0
84	Segment	Technical Analysis	Montgomery	Wares Ferry Road	Riverside Road	Dozier Road	1. Add lighting 2. Widen shoulders 3. Improve pavement markings 4. Add rumble strips 5. Add eastbound left turn lane at Dozier Road	0.92	$4,592,134	Long-term	Medium	40	15	0	5	10	10	0	0
92	Intersection	Technical Analysis	Montgomery	Court Street	@ Stuart Street		1. Add lighting 2. Sidewalks and crosswalks improved between 2022 and 2023	--	$27,500	Short-term	Medium	40	5	10	0	15	5	5	0
95	Intersection	Technical Analysis	Montgomery	Carmichael Road	@ Woods Crossing		1. Add sidewalks and crosswalks 2. Add lighting	--	$30,000	Short-term	Medium	40	10	15	0	10	5	0	0
17	Intersection	Technical Analysis	Montgomery	North Boulevard	@ Contractor Drive		1. Close median crossing and convert to RCUT	--	$500,000	Medium-term	Medium	35	10	0	5	10	10	0	0
35	Segment	Technical Analysis	Elmore	US 231 (SR 9/SR 53)	Canyon Road	Blue Ridge Road	1. Access management - close median crossings and convert to RCUT 2. Construct sidewalks	0.26	$337,242	Medium-term	Medium	35	5	10	0	10	10	0	0
42	Intersection	Technical Analysis	Elmore	SR 14	@ Knollwood Drive		1. Access management - convert TWLTL to RCUT	--	$500,000	Medium-term	Medium	35	5	0	5	15	10	0	0

ID	Type	Source	Jurisdiction	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Time-frame	Local Priority	Total Prioriti-zation Score	Crash Severity Score	Multi-modal Score	Focus Areas Score	Com-munity Score	Infra-structure Score	Exist-ing Plans Score	Public Concerns Score
44	Segment	Technical Analysis	Elmore	SR 14	Mehearg Road	McCain Road	1. Widen shoulder 2. Tree removal in clear zone 3. Breakaway mailbox posts 4. Centerline rumble strips 5. Add lighting	1.48	$6,245,621	Medium-term	Medium	35	5	0	5	15	10	0	0
49	Segment	Technical Analysis	Elmore	SR 111	Bonners Point Road	Willow Lane	1. Widen shoulder 2. Add lighting 3. Add centerline rumble strip	0.41	$1,741,205	Medium-term	Medium	35	5	10	0	10	10	0	0
50	Segment	Technical Analysis	Elmore	SR 111	Nolen Lane	Waterview Drive	1. Widen shoulder 2. Add lighting 3. Add centerline rumble strip 4. Tree removal in clear zone 5. Breakaway mailbox posts	3.21	$13,514,577	Long-term	Medium	35	10	0	5	10	10	0	0
51	Intersection	Technical Analysis	Elmore	SR 143	@ Culpepper Road		1. Add advanced intersection warning signs	--	$1,050	Short-term	Medium	35	10	15	0	10	0	0	0
54	Intersection	Technical Analysis	Elmore	SR 143	@ Shirley Road		1. Add sidewalks and crosswalks 2. Add lighting	--	$42,500	Short-term	Medium	35	5	10	0	15	5	0	0
64	Segment	Technical Analysis	Autauga	CR 40	CR 21	CR 57	1. Improve pavement markings 2. Add rumble strips 3. Add lighting	2.96	$156,662	Short-term	Medium	35	15	0	5	10	5	0	0
65	Segment	Technical Analysis	Autauga	CR 40	CR 85	Alpine Drive/EH Hunt Road	1. Improve pavement markings 2. Widen shoulders 3. Add rumble strips 4. Add lighting	0.74	$3,174,475	Medium-term	Medium	35	5	10	0	10	10	0	0
68	Intersection	Technical Analysis	Autauga	CR 165	@ Blossom Road		1. Add lighting 2. Improve pavement markings	--	$28,144	Short-term	Medium	35	5	10	0	15	5	0	0
72	Intersection	Technical Analysis	Autauga	CR 85 (Alpha Springs Road)	@ CR 104		1. Remove trees to improve sight distance	--	$10,000	Short-term	Medium	35	10	15	0	10	0	0	0

ID	Type	Source	Jurisdiction	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Time-frame	Local Priority	Total Prioriti-zation Score	Crash Severity Score	Multi-modal Score	Focus Areas Score	Com-munity Score	Infra-structure Score	Exist-ing Plans Score	Public Concerns Score
74	Intersection	Technical Analysis	Autauga	Doe Drive	@ Deer Run Drive		1. Improve lighting 2. Add sidewalks and crosswalks	--	$35,000	Short-term	Medium	35	5	10	0	15	5	0	0
79	Segment	Technical Analysis	Elmore	Jasmine Hill Road	Jasmine Hollow Road	Harrogate Springs Road	1. Add lighting 2. Widen shoulders	2.65	$0	Medium-term	Medium	35	5	10	0	10	10	0	0
81	Segment	Technical Analysis	Elmore	Lightwood Road	Lewis Road	Blackberry Road	1. Add lighting 2. Widen shoulders	0.39	$1,657,313	Short-term	Medium	35	5	10	0	10	10	0	0
82	Intersection	Technical Analysis	Elmore	Airport Road	@ Sycamore Drive		1. Add lighting	--	$25,000	Short-term	Medium	35	5	10	0	15	5	0	0
83	Intersection	Technical Analysis	Elmore	Rucker Road	@ Bellingrath Road		1. Add lighting	--	$25,000	Short-term	Medium	35	5	10	0	15	5	0	0
89	Segment	Technical Analysis	Montgomery	Park Crossing	SR 271 (Taylor Road)	Barrett Park Way	1. Improve lighting 2. Improve pavement markings	2.62	$135,835	Short-term	Medium	35	5	10	5	10	5	0	0
93	Intersection	Technical Analysis	Montgomery	Panama Street	@ Chapman Street		1. Add sidewalks and crosswalks 2. Add lighting	--	$27,500	Short-term	Medium	35	5	10	0	15	5	0	0
94	Intersection	Technical Analysis	Montgomery	Lower Wetumpka Road	@ Park Avenue		1. Add sidewalks and crosswalks 2. Add lighting 3. Add retroreflective signal backplates 4. Add pedestrian signals	--	$52,900	Short-term	Medium	35	5	10	0	15	5	0	0
99	Intersection	Public Outreach	Autauga	US 31 (SR 3)	@ CR 40		1. Add retroreflective signal backplates 2. Add 4-section or 3-section FYA 3. Roundabout	--	$2,912,000	Short-term	Medium-High	35	0	0	5	10	10	5	5
100	Intersection	City of Montgomery	Montgomery	Atlanta Highway	@ Technacenter Drive		1. Add retroreflective signal backplates 2. Improve intersection lighting	--	$26,600	Short-term	Medium	35	0	0	5	10	5	10	5
45	Segment	Technical Analysis	Elmore	SR 14	Queen Ann Road	SR 14 (Coosa River Parkway)/SR 212	1. Potential road diet (4 lanes to 3 lanes) 2. Add lighting 3. Add advanced warning signs at SR 14 (Coosa River Parkway)	0.52	$26,050	Medium-term	Medium	30	5	0	5	10	10	0	0
52	Segment	Technical Analysis	Elmore	SR 143	CR 8 (Ceasarville Road)	Marion Spillway Road	1. Widen shoulder 2. Add lighting	1.42	$5,991,986	Medium-term	Medium	30	5	0	5	10	10	0	0

ID	Type	Source	Jurisdiction	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Time-frame	Local Priority	Total Prioriti-zation Score	Crash Severity Score	Multi-modal Score	Focus Areas Score	Com-munity Score	Infra-structure Score	Exist-ing Plans Score	Public Concerns Score
60	Intersection	Technical Analysis	Elmore	Interstate Court	@ Business Park Drive		1. Add lighting 2. Improve pavement markings 3. Remove "3 WAY" plaques under stop signs, replace with "CROSSING/OPPOSING TRAFFIC DOES NOT STOP" signs	--	$28,477	Short-term	Medium	30	5	0	5	15	5	0	0
63	Segment	Technical Analysis	Autauga	Doster Road	Summer Hill Road	Doster Road Cut-Off	1. Resurface roadway with widened shoulders 2. New pavement markings 3. Add lighting	1.13	$739,793	Medium-term	Medium	30	5	0	0	15	10	0	0
66	Intersection	Technical Analysis	Autauga	Jensen Road	@ CR 4		1. Add intersection advance warning signs 2. Upgrade flashing beacons 3. Add lighting	--	$27,800	Short-term	Medium	30	5	0	5	15	5	0	0
70	Segment	Technical Analysis	Autauga	Jasmine Trail	Edinburgh Street	Fairview Avenue	1. Improve lighting 2. Improve pavement markings	0.28	$1,250,482	Short-term	Medium	30	5	10	0	10	5	0	0
73	Intersection	Technical Analysis	Autauga	Camellia Drive	@ Daniel Drive		1. Improve lighting 2. Add sidewalks and crosswalks	--	$40,000	Short-term	Medium	30	5	10	0	10	5	0	0
87	Segment	Technical Analysis	Montgomery	Alexander Road	US 80 (SR 8)	Ashley Road	1. Tree removal within clear zone 2. Add lighting 3. Improve Railroad Crossing devices (add gates)	3.50	$25,700	Short-term	Medium	30	15	0	0	10	5	0	0
105	Intersection	City of Pike Road	Pike Road	US 82/US 231 (SR 6/SR 53)	@ Trotman Road		1. Convert to RCUT or signalized intersection 2. Extend southbound left turn lane and northbound right turn lane 3. Install intersection advance warning signage on US 82/US 231	--	$500,700	Long-term	High	30	5	0	5	5	10	0	5

ID	Type	Source	Jurisdiction	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Time-frame	Local Priority	Total Prioriti-zation Score	Crash Severity Score	Multi-modal Score	Focus Areas Score	Com-munity Score	Infra-structure Score	Exist-ing Plans Score	Public Concerns Score
58	Segment	Technical Analysis	Autauga	Fairview Avenue	Brookhaven Drive	Old Fairview Avenue	1. Improve pavement markings 2. Cover ditch along north side of roadway	0.29	$13,105	Short-term	Medium	25	5	0	5	10	0	5	0
97	Intersection	Public Outreach	Montgomery	Commerce Street	@ Court Square		1. Add yield signs entering roundabout	--	$600	Short-term	Medium-High	25	0	0	0	15	0	5	5
103	Intersection	City of Prattville	Montgomery	Mitchell Young Road	@ Old Selma Road		1. Add lighting 2. Improve pavement striping 3. Intersection improvements - possible roundabout	--	$2,926,702	Short-term	Medium	25	0	0	0	15	0	5	5
106	Intersection	City of Pike Road	Pike Road	US 82/US 231 (SR 6/SR 53)	@ Meriwether Road		1. Convert to RCUT or signalized intersection 2. Extend southbound left turn lane and northbound right turn lane 3. Install intersection advance warning signage on US 82/US 231 4. Improve lighting	--	$525,000	Long-term	High	25	5	0	0	5	10	0	5
108	Intersection	City of Pike Road	Pike Road	Pike Road	@ Ray Thorington Road		1. Add lighting 2. Improve pavement striping 3. Intersection improvements - possible roundabout	--	$2,925,000	Medium-term	High	25	5	0	0	5	10	0	5
109	Intersection	Public Outreach	Montgomery	US 31 (SR 3)	@ Reese Ferry Road		1. Intersection improvement - Signalized intersection or RCUT	--	$500,000	Medium-term	High	25	0	0	0	10	10	0	5
38	Intersection	Technical Analysis	Elmore	US 231 (SR 53)	@ SR 9		1. Add retroreflective signal backplates at signalized intersections	--	$2,400	Short-term	Medium	20	10	0	0	10	0	0	0
98	Intersection	Public Outreach	Montgomery	Court Street	@ Railroad Street		1. Add active warning crossing devices at railroad crossing	--	$1,400	Short-term	Medium-High	20	0	0	0	15	0	0	5
101	Intersection	City of Pike Road	Pike Road	Pike Road	@ Wallahatchie Road & Meriwether Road		1. Planned roundabout	--	$5,800,000	Medium-term	Medium	20	0	0	0	10	5	0	5

ID	Type	Source	Jurisdiction	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Time-frame	Local Priority	Total Prioriti-zation Score	Crash Severity Score	Multi-modal Score	Focus Areas Score	Com-munity Score	Infra-structure Score	Exist-ing Plans Score	Public Concerns Score
102	Intersection	City of Prattville	Montgomery	Wasden Road	@ Lamar Road		1. Realign Lamar Road away from railroad track or add pavement/aggregate over ditch on northeast corner of intersection 2. Add lighting 3. Add supplemental railroad crossing devices along Lamar Road 4. Improve sight distance by cutting down trees on northwest corner of intersection	--	$25,700	Short-term	Medium	20	0	0	0	15	0	0	5
107	Intersection	City of Pike Road	Pike Road	SR 110 (Vaughn Road)	@ Flowers Road		1. SR 110 repaved in 2022 2. Convert to roundabout or signalized intersection 3. Add lighting 4. Add intersection advance warning signage on SR 110	--	$50,700	Medium-term	High	20	0	0	0	5	10	0	5

*Improvements shown in this table are recommended countermeasures based on planning level technical analysis. This plan recommends final selection of countermeasures and reasonable project limits during implementation phase.

- Short-Term projects can be implemented and completed within a 5-year timeframe.
- Medium-Term projects can be implemented and completed within a 5-year timeframe but may include elements that require more time to implement, monitor, or enforce.
- Long-Term projects take greater than 5 years to implement or require a long timeframe of monitoring or enforcement.

Appendix F: Self-Certification Worksheet

S|S
4|A Safe Streets and Roads for All

Self-Certification Eligibility Worksheet

All applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information.

Table 1 of the SS4A NOFO describes seven components of an Action Plan, which correspond to the questions in this worksheet. Applicants should use this worksheet to determine whether their existing plan(s) contains the required components to be considered an eligible Action Plan for SS4A.

This worksheet is required for all SS4A **Implementation Grant** applications and any **Planning and Demonstration Grant applications to conduct Supplemental Planning/Demonstration Activities only**. Please complete the form in its entirety, do not adjust the formatting or headings of the worksheet, and upload the completed PDF with your application.

Eligibility

An Action Plan is considered eligible for an SS4A application for an Implementation Grant or a Planning and Demonstration Grant to conduct Supplemental Planning/Demonstration Activities if the following two conditions are met:

- You can answer "YES" to Questions **3, 6,** and **8** in this worksheet; *and*
- You can answer "YES" to **at least three of the five remaining** Questions, **1, 2, 4, 5,** and **7.**

If both conditions are not met, an applicant is still eligible to apply for a Planning and Demonstration Grant to fund the creation of a new Action Plan or updates to an existing Action Plan to meet SS4A requirements.

Applicant Information

Lead Applicant: Add applicant name **UEI:** Add applicant UEI

Action Plan Documents

In the table below, list the relevant Action Plan and any additional plans or documents that you reference in this form. **Up to three plans or documents may be included**. Please provide a hyperlink to any documents available online or indicate that the Action Plan or other documents will be uploaded in Valid Eval as part of your application. Note that, to be considered an eligible Action Plan for SS4A, the plan(s) coverage must be broader than just a corridor, neighborhood, or specific location.

Document Title	Link	Date of Most Recent Update
Montgomery MPO Safety Action Plan	https://montgomerympo.org/safetyactionplan/	July 17, 2025

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Action Plan Components

For each question below, answer "YES" or "NO." If "YES," list the relevant plan(s) or supporting documentation that address the condition and the specific page number(s) in each document that corroborates your response. This form provides space to reference multiple plans, but please list only the most relevant document(s).

1. Leadership Commitment and Goal Setting

Are **BOTH** of the following true?

- A high-ranking official and/or governing body in the jurisdiction publicly committed to an eventual goal of zero roadway fatalities and serious injuries; and
- The commitment includes either setting a target date to reach zero OR setting one or more targets to achieve a reduction in roadway fatalities and serious injuries by a specific date.

☑ YES
☐ NO

Note: This may include a resolution, policy, ordinance, executive order, or other official announcement from a high-ranking official and the official adoption of a plan that includes the commitment by a legislative body.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Montgomery MPO Safety Action Plan	iii-iv, 2

2. Planning Structure

To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?

☑ YES
☐ NO

Note: This should include a description of the membership of the group and what role they play in the development, implementation, and monitoring of the Action Plan.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Montgomery MPO Safety Action Plan	72-73

3. Safety Analysis

Does the Action Plan include **ALL** of the following?

- Analysis of existing conditions and historical trends to provide a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region;
- Analysis of the location(s) of crashes, the severity, contributing factors, and crash types;
- Analysis of systemic and specific safety needs, as needed (e.g., high-risk road features or specific safety needs of relevant road users); and,
- A geospatial identification (geographic or locational data using maps) of higher risk locations.

☑ YES
☐ NO

Note: Availability and level of detail of safety data may vary greatly by location. The Fatality and Injury Reporting System Tool (FIRST) provides county- and city-level data. When available, local data should be used to supplement nationally available data sets.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Montgomery MPO Safety Action Plan	16-48

4. Engagement and Collaboration

Did development of the Action Plan include **ALL** of the following activities?

- Engagement with the public and relevant stakeholders, including the private sector and community groups;
- Incorporation of information received from the engagement and collaboration into the plan; and
- Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate.

☑ YES
☐ NO

Note: This should include a description of public meetings, participation in public and private events, and proactive meetings with stakeholders.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Montgomery MPO Safety Action Plan	73-97, 151-189

5. Policy and Process Changes

Are **BOTH** of the following true?

- The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and
- The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.

☑ YES
☐ NO

Note: This may include existing and/or recommended Complete Streets policy, guidelines for community engagement and collaboration, policy for prioritizing areas of greatest need, local laws (e.g., speed limit), design guidelines, and other policies and processes that prioritize safety.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Montgomery MPO Safety Action Plan	11-16, 126-150

6. Strategy and Project Selections

Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, with information about time ranges when projects and strategies will be deployed, and an explanation of project prioritization criteria?

☑ YES
☐ NO

Note: This should include one or more lists of community-wide multi-modal and multi-disciplinary projects that respond to safety problems and reflect community input and a description of how your community will prioritize projects in the future.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Montgomery MPO Safety Action Plan	98-123, 190-209

7. Progress and Transparency

Does the plan include **BOTH** of the following?

- A description of how progress will be measured over time that includes, at a minimum, outcome data.
- The plan is posted publicly online.

☑ YES
☐ NO

Note: This should include a progress reporting structure and list of proposed metrics.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Montgomery MPO Safety Action Plan	124-125

8. Action Plan Date

Form date should be updated for next round of implementation grant applications.

Was at least one of your plans finalized and/or last updated between 2020 and June 26, 2025?

☐ YES
☐ NO

Note: Updates may include major revisions, updates to the data used for analysis, status updates, or the addition of supplemental planning documents, including but not limited to an ADA Transition Plan, one or more Road Safety Audits conducted in high-crash locations, or a Vulnerable Road User Plan.

If "YES," please list your most recent document, date of finalization, and page number(s) that corroborate your response.

Document Title	Date of Most Recent Update	Page Number(s)
Montgomery MPO Safety Action Plan	July 17, 2025	iv

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